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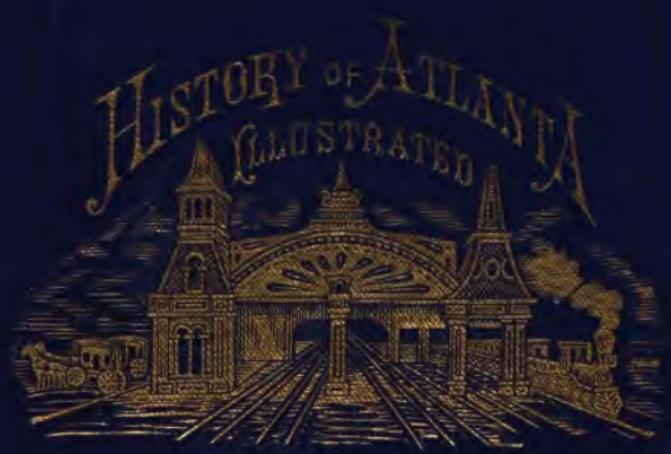
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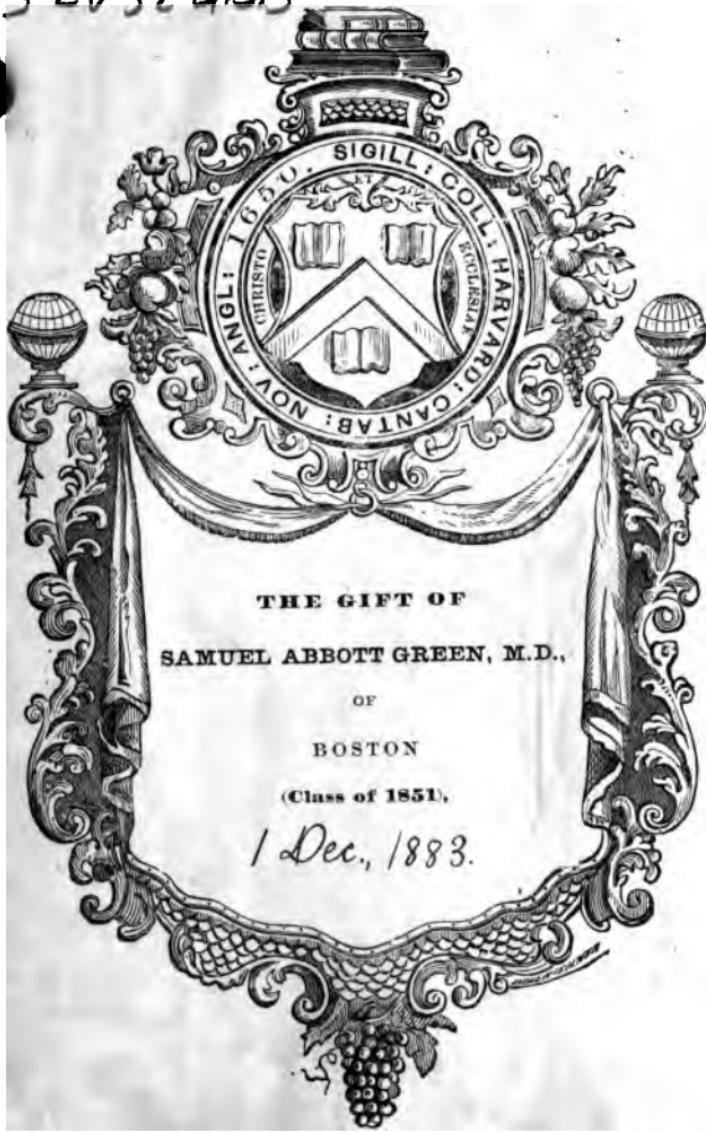
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HISTORY OF ATLANTA  
ILLUSTRATED  
GATE CITY  
E. Y. CLARKE

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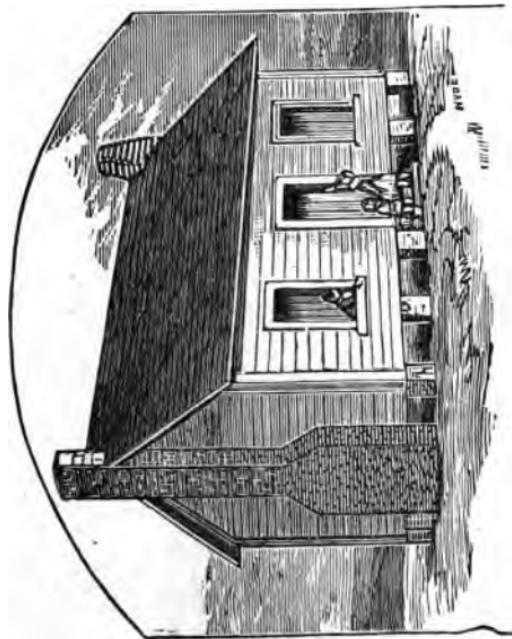




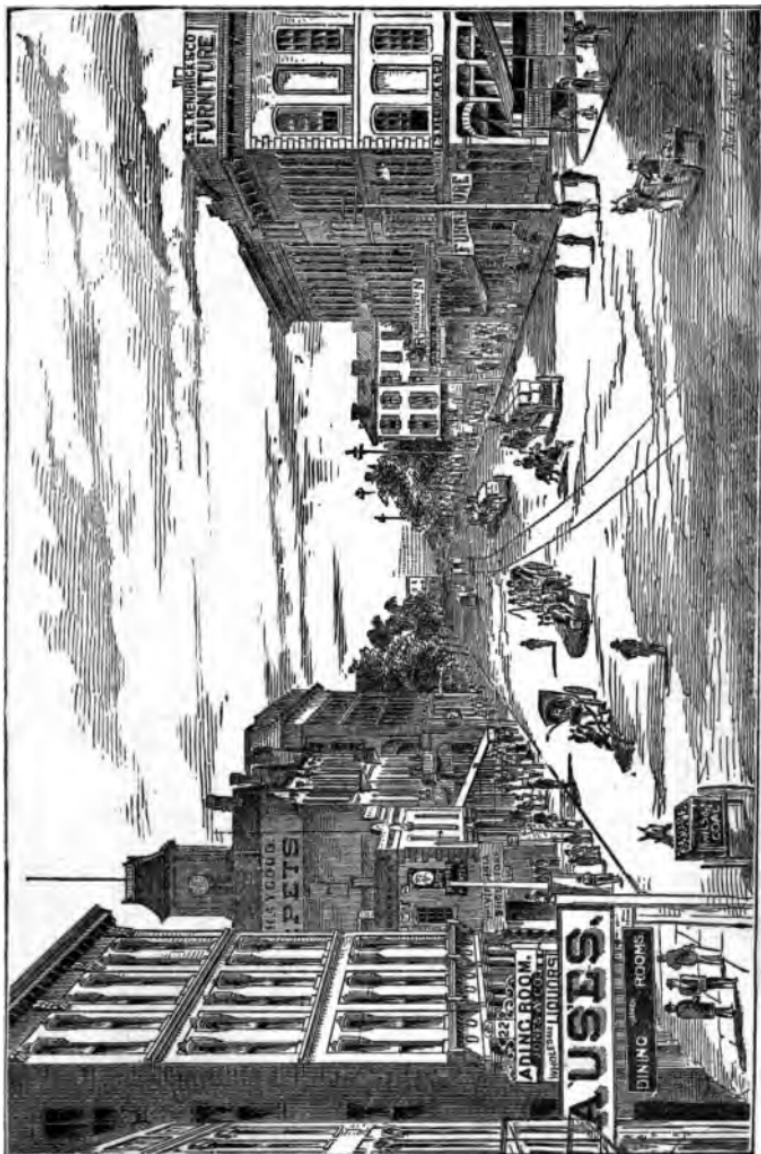








Atlanta in 1845. Church and School-house.



Atlanta in 1877. Marietta Street.



# ILLUSTRATED HISTORY OF ATLANTA.

CONTAINING GLANCES AT ITS POPULATION, BUSINESS,  
MANUFACTURES, INDUSTRIES, INSTITUTIONS,  
SOCIETY, HEALTHFULNESS, ARCHITECT-  
URE, AND ADVANTAGES GENER-  
ALLY, WITH NEARLY

ONE HUNDRED ILLUSTRATIONS,

AND A

LITHOGRAPHIC MAP OF THE CITY.

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BY E. Y. CLARKE.

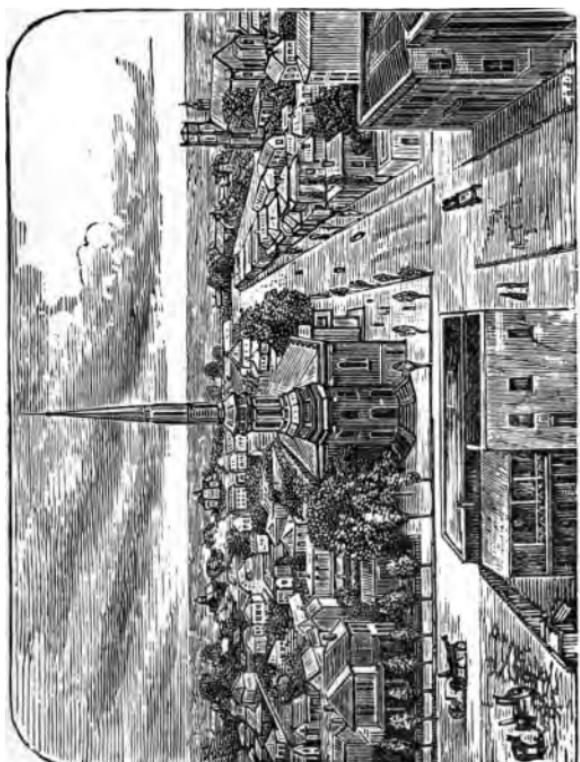
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ATLANTA, GEORGIA:  
JAS. P. HARRISON & Co., PRINTERS AND BINDER  
1877.

~~1894-3, 52~~

S 20324. 9<sup>03</sup> Dec. 1.

Gift of  
Hon. G. A. Green,  
of Boston.



Forsyth Street—Looking North.

## DEDICATION.

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To the Women of Atlanta, ever foremost in the Charities and Amenities, great and small, projected for the uplifting of Humanity, as abundantly evidenced by their labors in behalf of the Young Men's Library, by the establishment of a Benevolent Home, and by the Monumental Column of Granite kissing the skies from Oakland Cemetery, memorial alike of the Patriotism of man and the Devotion of woman; and to the Men of brain and muscle, whose energy, enterprise and public spirit have constructed the Railroads, erected the Massive Walls, and sent up the Church Spires, of the Giant Young Metropolis of the South, and whose hearty appreciation and liberal support of all efforts tending to the public good have been unremitting, this Work is most respectfully dedicated by the

AUTHOR.

## EXPLANATION.

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The excellent lithographed map accompanying this volume was executed in Atlanta by Christopher & Budden. Nearly all the engravings, also, were executed by an Atlanta artist, Mr. E. H. Hyde. The author greatly desired to have the entire work done here, but for want of time was compelled to have a few of his engravings made in New York. If any one has to go from home he cannot obtain better work, or more reasonable rates, anywhere than from the Photo. Engraving Company, 67 Park Place, New York.

For the convenience of the casual reader, the contents of the chapters have been summarized, and a copious analytical index added.

## PREFACE.

In publishing a history of Atlanta, I have had two objects in view—to supply a greatly needed work, and to gain an equally needed profitable return for congenial labor. If I had not thought the work both needed and desired, I would not have undertaken it, for business men are constantly subjected to the imposition of advertising dodges, whose sole object is to put money into the pockets of their projectors. The unanimous opinion encountered in my canvass was that such a book was certainly needed, and would largely advance the prosperity of the city. Who can doubt that ten thousand or fifty thousand copies of a work, scattering broadcast information of the attractions and advantages of Atlanta, would not speedily bring thousands to our population, and add millions to our capital and taxable values. In the West, municipal authorities themselves frequently adopt this method and I know of one town that thereby doubled its population in two years. Is it not also true that the citizens of Atlanta frequently need just such a book to transmit to strangers or acquaintances at a distance, inquiring for information about the city? Beyond this, no intelligent citizen desires to be uninformed upon the main historic facts of his own city, a consideration which should render a pleasantly illustrated work of the kind most welcome alike to our counting rooms and homes.

How I have performed my part in supplying the need, the public must decide: how they have performed theirs, I can readily state. It is often said that home enterprises are denied that patronage and encouragement which are freely bestowed upon even the nostrums and humbugs which deluge us from abroad. Such has not been my experience, and I think this history will demonstrate that one of the cardinal characteristics of the people of Atlanta is an ever hearty support to every enterprise

promising to enhance the general prosperity. In public spirit they never fail. With scarcely an exception, subscriptions were given me upon the expressed ground of general benefit to the city, and many of the most liberal subscribers made no contract whatever with me, save to purchase a certain number of books. It is true that certain classes will receive large direct benefit: but the general good, with its indirect benefits to each, seemed to be the actuating general motive. It, therefore, becomes me to say, that any failure or degree of failure in the book, is not chargeable to the business men of Atlanta, for they have extended a liberal support, which I gratefully acknowledge.

That there are inaccuracies and defects, I well know. But it may be generously considered that this is the *first* history of Atlanta ever attempted; it is also the first profusely illustrated book of any kind: and that an infinity of details and facts, names and dates, had to be patiently and laboriously searched out, and then a discriminating selection made out of the mass. In addition to this, there are omissions of residences and business houses, that I could not have engraved in time. If other engagements will permit, I shall issue a second edition, not simply to accommodate my patrons, but also to improve the book. I especially, however, desire it understood by my readers, that I am not deprecating friendly criticism; on the contrary, such will be most important to me in the event of a second edition.

This much at least I have accomplished—the publishing to the world, in convenient form, the advantages and attractions of Atlanta, both as a place of business and residence; and the placing within easy access valuable historic information, desirable to every intelligent citizen. I hope also to have established the fact, that, in the rapidity of its growth, the conditions of its business, the delightfulness of its climate, and the brilliancy, or intensity of its experience both in peace and war, our Gate City has no superior in the United States.

Respectfully,

E. Y. CLARKE.



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No. 1 Fire Company—Atlanta's First.

# HISTORY OF ATLANTA.

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## CHAPTER I.

### INTRODUCTION.



HERE are cities in Georgia whose earliest records antedate the war of American Independence. But the city, whose history will be outlined in these pages, is of modern birth, not yet indeed out of its swaddling clothes. The older cities, though boasting the enjoyment of relics and monuments of colonial times, have also clinging to them the barnacles of many old fogies and effete castes; while the city herein described, with an experience of battle and flame none the less terrible by reason of its youth, is emphatically the creature of young America and progressive ideas. Nevertheless its birth, youth, and achievements should be the common pride, as they are the glory, of all the older towns; for, as we shall hereafter see, it is the resultant of their common effort.

Atlanta, the capital and most populous city of Georgia, is situated in latitude  $34^{\circ}$  north, longitude  $84^{\circ} 30'$ , in the northern part of the State,

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not far from the border line between the northern and middle sections—making it almost the geographical, as it is the railway, centre. The site of the city was chosen as the natural junction and *entrepot* of railroads, converging from different sections of the State to meet a railroad line from the West. The intersecting point of several mountain ridges, leading respectively into upper, middle and southern Georgia, was made the eastern terminus of a railroad intended to bring the great West into direct commercial intercourse with the Atlantic seaboard. And Atlanta was the result.

The people of Georgia had become restless for some mode of transportation between themselves and the people of the growing West, especially after the cession to the State in 1825, by the Creek and Cherokee Indians, of the intervening lands possessed by them. About this time the steam engine was applied to railroad transit, and in 1826, a train of cars, in the old world, was first drawn by one. When this idea of overland transportation crossed the Atlantic, people began to think of railroads as the best means of interior communication; hence the Legislature of Georgia granted three charters in 1833, for the Central, Georgia, and Monroe railroads. This still further stimulated the general desire of the people to establish

direct commercial intercourse between the south Atlantic coast and the West, and as this could be done by building a great trunk-line railway northwestward, the people of Georgia determined upon its construction. A State Convention met at Macon, in November, 1836, and memorialized the Legislature to this end. This movement, like all progressive ideas, evoked the fiercest opposition, and finally prevailed in the General Assembly by a very small majority.

On the 21st of December, 1835, the act was approved by Governor Schley authorizing the "construction of a railroad from the Tennessee line, near the Tennessee river, to the southwestern bank of the Chattahoochee river, at a point most eligible for the running of branch roads thence to Athens, Madison, Milledgeville, Forsyth and Columbus." In 1837, Stephen H. Long was appointed engineer in chief, and the eastern terminus was established, not at the Chattahoochee, but seven miles east of it, (for the reasons heretofore given), and near the point of the present general passenger depot. The quotation shows that the Act itself required this location, and the site of Atlanta was therefore the result, neither of accidental circumstance, nor of arbitrary choice, but of natural conformation, as the most "eligible" point for the purposes recited in the Act. Here intersected,

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as stated, the great mountain ridges, upon which were afterwards constructed the Georgia, Macon & Western, and Atlanta & West Point Railroads; and herein rests the foundation stone in the marvelous superstructure of commercial prosperity to-day marking the spot—a prosperity unexampled in the South, and with few parallels in the whole country, as regards both rapidity and solidity of growth. From this standpoint the city has been, not inaptly, termed the “Chicago of the South.”

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## CHAPTER II.

### TERMINUS.

The site chosen, as mentioned in the foregoing chapter, was known for a number of years as Terminus. The first house built near it, or within village distance of it, was a log shanty, erected by Mr. Hardy Ivy, in the year 1836. To “Cousin John” Thrasher belongs the honor of erecting the second house, in 1839, in which year “Cousin John” was the only inhabitant, save an old woman and her daughter, who, a year or two later, were retailing cakes and root beer to passers-by. There were a few people in the neighborhood, generally very poor; women wearing no shoes, and dirt-floors being the

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prevailing style. The country itself was wild—traversed by none unless Creek or Cherokee Indians, or by straggling white adventurers.

In 1840, 1841 and 1842, a few persons moved upon the ground and became neighbors of "Cousin John," who had also been enterprising enough to organize a store, the first in our history; and in the keeping of which he associated with him a man by the name of Johnson, the firm name being Johnson & Thrasher. This was the first business firm, as well as the first store, within the village precincts. "Cousin John" did not take a hopeful view of the future of Terminus, for in 1842, three years later, he sold out and moved to Griffin. At this time very little progress had been made in population, there being not more than a half dozen dwellings, or about three or four families at the close of the year. But in another direction there had been decided progress. The construction of the Western & Atlantic Railroad had been prosecuted slowly, but steadily, the turbid stream of the Chattahoochee had been spanned and Marietta reached.

This year is distinguished by the arrival of the first engine, called the Florida, which was brought from Madison, the then terminus of the Georgia Railroad, in a wagon drawn by sixteen mules. This was a most enlivening spec-

tacle, and assembled the people from all the country round about, at least five hundred, it is said, accompanying the engine from the village of Decatur and below. This was the first of the great succession of crowds collecting at or near the Whitehall street crossing, then to do homage to that wonderful invention of human genius, the steam engine—since that time to impatiently await its pleasure in moving out of the way. The engine was successfully placed upon the track, and with a box car brought from Milledgeville made a trip to Marietta, December 24th. The engineer was W. F. Adair, who is now employed at New Holland Springs.

This year is also noted for the first real estate sale at public auction—Mr. Fred. Arms being the auctioneer. He had sub-divided Mitchell's lot—the same, a part of which has made such a conspicuous figure in later times—but succeeded in selling only three of the sub-divisions, Mr. David Dougherty buying one, Mr. Wash Collier another, and Mr. Arms himself buying a third. Mr. Wash Collier still owns his lot upon which stands the drug store building at the junction of Line and Decatur streets with Peachtree and Marietta.

In this year, or the succeeding one, the first two story framed house was built, and is stand-

ing to the present day on Peters street, across from Trinity Church. It is the property of Mr. E.



Engineer's Office.

W. Holland, of our candy manufacturing firm of Jack & Holland. The house was removed to its present location from the rear of the Republic block, where it was

first erected by

the State Road authorities for the use of the engineers and other officers of the road. It was afterwards occupied as a boarding house—the first in our history. The accompanying design of the building as it now stands, is a *fac simile* of what it was in 1842, with the exception of the little shed room, and an extension of the original porch over the door. Few citizens are aware of its existence, and it is quite a curiosity under the circumstances, surrounded as it is by princely mansions and magnificent structures of brick and stone. In it, as book-keeper for the Western & Atlantic Railroad, Judge L. E. Bleckly passed the first three years of his citi-

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zenship, and Mr. J. Norcross, one of the first mayors of the city, slept away his first night.

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## CHAPTER III.

### MARTHASVILLE.

The year 1843 marks a distinctive epoch. The settlement had grown somewhat, and the people became ambitious for a corporate name and charter. Consequently, application was made to the Legislature for a charter, which was granted on December 23d, incorporating the village under the name of Marthasville, in compliment to the daughter of ex-Governor Lumpkin, which distinguished gentleman had been conspicuous in the development of railroad interests in the State. This may appear to have been quite fast for a community of ten families at most; but it should be regarded rather as the evidence, or first manifestation, of that spirit of enterprise which afterwards became so distinctive an element of progress.

In 1844 the chief attraction of Marthasville, next to the State railroad, was an old tread saw mill, run by Mr. J. Norcross, through the motive power of an old blind horse. This was our first factory.

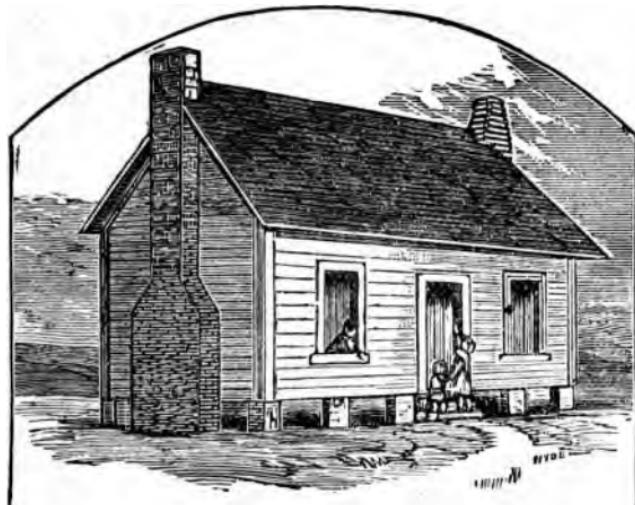
In 1845 there occurred three very noted events—one was the appearance of *The Luminary*, our first newspaper, shining forth under the editorship of Rev. Joseph Baker. Atlanta editors have always been preachers; but, unfortunately for them and the city, their preaching has been too often at variance with the doctrines and morality of the first Atlanta editor.

Another of these events was the completion of the entire line of the Georgia Railroad by its vigorous management—the first train running through from Augusta to Marthasville September 15, 1845, arriving about dark. Judge King, the President, was on board, with many others. In the midst of the excitement and crowd, Georgia came near losing one of the greatest railroad men which any State has produced. Judge King, in the darkness, was just about stepping into an open well, where he would have lost his life, when he was seized and drawn back. Unhappily, another man had not such good fortune, and falling into the well was drowned; so the day was marred by the occurrence of the first accidental death on our records.

The third event is the most striking. In previous years we have had evidence principally of material advancement, but during this year an enterprise was completed embracing all the elements of true progress—moral, mental and ma-

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terial. This was the erection, by general subscription, of a small building for church and



The First Church.

school purposes, upon the spot of the present Scofield lot between Peachtree and Houston streets, diagonally across from the present First Methodist church. It was used during the week as a school house, and on Sunday as a church. In it the various denominations of Christians worshiped until their churches were erected, and here was preached, probably, the first sermon in the village, by Rev. Dr. J. S. Wilson, afterwards pastor of the First Presbyterian church.

The population numbered about a dozen families—perhaps one hundred men, women and children. Among them was Stephen Terry,

dealer in real estate ; James Collins, a merchant, and father of the present Clerk of the Superior Court ; both of these gentlemen living in good houses for those days ; Dr. George G. Smith, A. P. Forsyth, who kept a grocery ; Joseph Thomason, William Crawford and Harrison Bryant, workmen ; Jonathan Norcross, merchant, who boarded at the two-story frame house heretofore mentioned, kept by a Mrs. Oslin ; and John Thrasher, who, having recuperated his courage, had returned to the village the preceding year. William Kile and the Ivy family lived about three quarters of a mile distant.

Business began to look up. There were two general stores, kept by Collins & Loyd ; Kile had a small grocery, and Dunn had a bonnet and hat store. Among the improvements was a storehouse, erected by Mr. Norcross, upon the southwest corner of Marietta and Peachtree road known since as the "Norcross corner." S. B. Hoyt, now President of the Atlanta Savings Bank, was his clerk. The store of Collins & Loyd was built near the east end of the passenger depot by Loyd, who also resided in it, the house afterwards becoming a hotel, by the name of Washington Hall.

## CHAPTER IV.

## CONTINUED PROGRESS.

The year 1846 ushered in the third great railroad event in the career of Marthasville. This was the arrival of a train from Macon, on the Macon and Western Railroad, which had just been completed. It was intended at first to build the depot of this road near the present round-house of the Western and Atlantic Railroad, and hence the embankment by the Mineral Spring, known as the " Monroe Road," that being the name of the Macon & Western before it changed hands. This intention of the management occasioned great excitement in the village. Those who had settled near the present passenger depot became alarmed, for fear that the junction of the two roads would become the business centre of the future town. Hence they determined to induce the President of the Macon road to abandon the original purpose, and make the junction and depot near the terminus of the State Road, or present general passenger depot. To do this, Mitchell offered ground for the depot, and it was accepted. This was a turning point in the affairs of Marthasville, and fixed the location of the coming city; but it proved an overturning point for some of its people, among

whom was "Cousin John Thrasher," who had bought one hundred acres in the vicinity of the first proposed depot of the Macon road, but sold out in disgust, and at half cost, upon learning the "change of base." The property, of which he thus disposed at four dollars per acre, he lives to see worth at least half a million.

The completion of the Macon & Western road was the occasion of the first mass meeting of which we have any record, and among the speakers were Daniel Floyd and Mark A. Cooper.

Three more newspapers made their appearance: *The Democrat*, by Dr. W. H. Fernerden; *The Enterprise*, by Royal & Yarborough, and *The Southern Miscellany*, by C. R. Hanleiter. They were all short-lived.

It is not surprising that the villagers, buoyed up under the influence of recent events, began to feel too large for a village incorporation, and about this time an effort was made to obtain a charter for a city. The effort failed, however, through the opposition of less ambitious citizens, who employed a lawyer to break it down.

But in the following year, 1847, the attempt was successful, and a charter was obtained. In the meantime, there was considerable progress, and the population probably reached, or exceeded, three hundred, according to the estimate of Mr. H. C. Holcombe, and others, with whom the

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author has conversed. A Methodist quarterly meeting was held under a cotton shed, there being no building large enough for it. The Baptists began the building of a church edifice. I. O. & P. C. McDaniel built the first block of brick stores, the only other brick buildings being the Atlanta Hotel, erected by the Georgia Railroad the previous year, and the railroad depots. Atlanta Lodge No. 59 of Masons organized April 13th; Mount Zion Chapter No. 16 was chartered May 3d. There were other evidences of coming municipal greatness, among which might be mentioned the appearance of the razor-strap man, who could be seen daily crying his wares from the top of a stump, near the present corner of Whitehall and Alabama streets. Despite all these prosperous indications, there were few who had any faith in the future of the town. Colonel Long, the chief engineer of the Georgia Road, thought Atlanta would never be more than a wood station, and made all his investments in Marietta. He expressed the opinion, according to Judge J. A. Hayden, that Atlanta, after the completion of the various railroads, would consist of a cross-roads store and a blacksmith shop. Partly to this want of confidence, and of the failure to secure the proposed charter providing for commissioners to lay out streets, is due the irregularity of our street system:

everybody building where he pleased, without reference to any plan. But there were a few men who did believe in a prosperous future. Among them was Colonel L. P. Grant, then attached to the engineer corps of the Georgia Railroad. About this time, also, the great John C. Calhoun, in passing through the town, prophesied that it would become the largest interior city of the South. A few years later this same far-seeing statesman urged upon ex-Governor Joseph E. Brown, then stopping in Washington on his way home from college, the propriety of making the embryo city his home; but the ex-Governor's vision was not then so long as now.

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## CHAPTER V.

### ATLANTA.

In 1846, J. Edgar Thompson, chief engineer of the Georgia Railroad, in a letter to Mr. Richard Peters, also an engineer of the road, suggested Atlanta, as a better name for the terminus of the Western and Atlantic Railroad, deriving it from the word Atlantic. The depot was thus called until December 29th, 1847, when the Legislature passed an act incorporating the "City of Atlanta." The charter was drawn by J. Norcross, John Collier and J. Vaughn.

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The first city election occurred in January, 1848, for Mayor and six Councilmen, and was held at "Kile's corner." It initiated the series of municipal excitements, which have occurred annually from that day until the adoption of the last charter. The first election brought out every voter, and the total poll was two hundred and fifteen, resulting in making Moses W. Formwalt the first mayor of Atlanta, and the following six gentlemen councilmen: Jonas S. Smith, Benj. F. Bomar, Robert W. Ballard, Jas. A. Collins, Anderson W. Walton and Leonard C. Simpson. Fresh impetus was imparted to every material interest, and new life was infused into the body politic, manifesting itself in every direction. Churches were organized, and houses of worship ascended. Societies were formed, new enterprises were inaugurated, and new businesses established. Better still, excellent people moved in. As this march of progress continued at an accelerating rate for several years, it will not be amiss to enter somewhat into details.

In three years five churches were organized and church edifices built. The Methodists had a hull of a church in which they were holding services. Old Wesley Chapel was finished in a few years afterward. The Methodists were the first to hold services in their own building, but

the 1st Baptist Church was the first finished—in 1848—under the pastorate of Rev. S. G. Daniel, and stood where the new one now stands. The 1st Presbyterian church was organized by the Rev. Dr. J. S. Wilson, in the old church school house, in 1848, with nineteen members. Judge Cone, Major Terry, Richard Peters, and Julius Hayden were made a building committee, and upon a lot on Marietta street, presented by the first named gentleman, a church was erected, and dedicated July 4th, 1852. The 1st Episcopal Church—St. Phillips—was consecrated in 1848, by Bishop Elliott. The first rector was Jno. J. Hunt, now of Marietta, through whose efforts, chiefly, the church was organized and the house built. The Catholics held their first public services in 1848, in the school house, Rev. Mr. Quinn officiating. They at once began the erection of a building which was completed in 1848.

Organizations for various purposes were formed. The first lodge of the Independent Order of Odd Fellows—Central Lodge No. 28—organized October 7th, 1848. The first fire company—Atlanta No. 1—was organized March 24th, 1851. The company's first building was erected in 1855. The Knights of Jericho organized their first lodge November 6th, 1852.

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Among the new enterprises started were a large flouring mill, by Richard Peters, and an extensive foundry and machine shop by Winship in 1851. In the same year the first daily newspaper was issued, "*The Atlanta Intelligencer*," and the first job office was established by C. R. Hanleiter.

Among the valuable citizens gained, were such men as Er Lawshe in 1848, and John Silvey in 1849; the former entering at once into the jewelry business, which he has continued to the present day, a circumstance partially explaining the title of "old reliable," generally applied both to the man and his business; the latter gentleman entering the mercantile business, in which he made his way to an honorable eminence and great financial success.

Improvements in realty were numerous. The Georgia Railroad round-house was completed in 1850, and Messrs. Austin, Wright, Dunning and other citizens put up handsome residences.

One of the grand events contributing to this era of prosperity, was the completion of the State Railroad, December 1, 1849.

Three years afterwards the Atlanta & West Point Railroad into Alabama was finished, being chiefly constructed by the Georgia Railroad Company, Mr. John P. King becoming President — Mr. W. P. Orme becoming secretary, treas-

urer and auditor, which positions these gentlemen have ever since held. Thus was added another arm of strength to the rising young city. It is true that the building of the last mentioned road alarmed some, upon the idea that it would enable cotton to pass through to Augusta that was now wagoned to Atlanta. And it did so operate for a few years, but in all other particulars it proved only another feeder to the young giant, which was fast developing a muscular power destined to thrust aside all its rivals, and pass them in the race for commercial prosperity and metropolitan dimensions. In fact, with the completion of these roads, Atlanta needed but one other element of success to assure a triumphant career, and that was the element of pluck, energy and enterprise in its inhabitants. To what a nervous extent they possessed this element of success, will readily appear in the course of their history. Their railroad system, though not complete, was sufficiently so to secure superiority, and to justify the prediction of John C. Calhoun, and the bright visions of its most sanguine citizens. Farther on, in the progress of this work, the railroad system of Atlanta will be set forth more in detail.

## CHAPTER VI.

## AN ERA OF CRIME.

Taking as a basis the vote cast in the first municipal election, and considering that in all newly settled countries the proportion of women and children is always small, the population of Atlanta in January, 1848, at the beginning of its municipal career, may be safely estimated at about five hundred. This population was largely composed of workmen, employed by the various railroad companies, and adventurers, who are always to be found in new settlements. If to these be added a liberal sprinkling of desperate characters, ever hunting opportunities to better their fortunes by playing upon the ignorance and passions of men, it will readily appear that, among our first people, there was a strong element of rowdyism and lawlessness. Among men, many of whom were without the restraining influences of family ties, and destitute of the civilizing refinements of a settled society and social system, it was natural that crime should riot, and humanity should develop its lowest and most loathsome traits. This class in Atlanta fiercely opposed the imposition of municipal restraints, and the chartering of the city was simply a declaration of war between them.

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and the lovers of law and order. They had gradually built up two suburban villages of huts on the western and eastern borders of the city, known by the euphonious names of Slab Town and Snake Nation. In these villages prevailed almost every species of idle, vicious and criminal amusement. The denizens of these villages, being in a majority, had successfully resisted every effort to subject them to the restraints of law and its penalties, and they lorded it with a high hand over the better citizens. This was one of the inspirations of the new charter, as well as the ambition for larger things. The charter was not obtained too soon. It needed all the machinery of municipal government, and all the power of municipal authority, to maintain the public peace and protect the lives and property of the citizens. Good laws were enacted by the City Council, municipal courts were instituted, and a city prison, called a calaboose, was built. It may not be uninteresting to describe in passing this first abode of Atlanta's evil-doers. It was made of hewn timber, three logs thick, being about twelve feet square on the outside, or some eight feet square on the interior. A novel jail delivery occurred very soon in this fashion: a number of able-bodied friends of imprisoned offenders lifted the structure bodily, allowing the inmates to crawl



“from under.” As may be imagined, this was not a very formidable affair; still it served the ordinary purposes of confinement.

The municipal laws, courts and prisons were speedily in operation. The lawless characters resisted and defied in all possible ways the restraints of law and decent society. This struggle between the good and evil elements continued with varying success; the force of municipal law was sometimes weakened by the election, through sheer numerical advantage, of men representative of, or friendly to, the evildoers. Municipal authority was evaded during the day by countless subterfuges, sometimes by bold-faced violence; and at night the streets of the city frequently resounded with wild shoutings and the reports of fire arms. In 1851, Jonathan Norcross, the candidate of the merchants and better class of people, was elected Mayor, with an excellent board of Councilmen, among whom was Julius A. Hayden. This further incensed the law-breakers, and brought matters to a culmination. Open violence was resorted to, and the authority of the municipal court forcibly defied. Growing bolder in their desperation, they planted a cannon by night in front of the Mayor’s store, and gave him written notice to resign his office or quit the city. The crisis had arrived, and with it the time for sum-

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mary action. Council issued an address to the citizens, and they assembled at a given hour, thoroughly armed. The law-breakers had gathered in force, but their courage failed them, and all, who had not dispersed in time, surrendered without resistance. They were at once calaboozed, and on the following day were tried and sentenced.

This decisive action established the supremacy of the municipal authority and of the law-abiding class of citizens. Still lawlessness and indecency were only limited within their own precincts, and "Snake Nation" in particular. Its scenes of shame and carousal became finally unbearable. A body of disguised citizens assaulted it by night, and driving out the inmates, visited, by axe and torch, so complete a destruction upon the village of filthy huts, that "Snake Nation" was never rebuilt. Since that day, though there have been occasional ascendancies of our worst classes, mainly through unfortunate divisions among the better people, law and order have reigned triumphant.

Crime is inherent in all society, circumstances regulating the degree of development. Whenever men associate in large communities, human passions will engender strife and produce crime. Atlanta has experienced the operation of this

general rule, and from that day it has had a lengthening catalogue of crime in all its phases and degrees. When, however, the whole field of observation is surveyed, Atlanta, in its moral, social, and political character, in the prevalence of public and private virtue, and in the suppression of crime, will compare favorably with any city in this country; and any citizen can appeal boldly to the records for substantiation of the fact.

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## CHAPTER VII.

### ACCIDENT AND INCIDENT.

It is interesting to note some of the accidents and incidents of this period.

The first homicide of the city occurred in 1848. A man by the name of McWilliams was stabbed and killed by Bill Terrell, who ran away and escaped. The second, of which we have any record, was the murder of Wilburne by Bird, who was found guilty, but was pardoned by the Legislature.

In 1850 occurred the first fire. The building burned was located near about the present place of Stephens & Flynn, on Alabama street. Several bales of cotton were also burned at the

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same time in a warehouse in another part of the city. As the money drawer of the Georgia Railroad depot was broken open on the same night, and robbed, it was generally believed that these fires were incendiary, with the object of creating favorable opportunities for theft.

The cemetery, then lying along Peachtree street, near the present residence of N. J. Hammond, Esq., was removed in 1850 to its present location.

The city had enjoyed for several years railroad banking agencies, but the first regular bank of the city was organized by Mr. George Smith, of Chicago, with a capital of \$300,000, under the management of Mr. J. R. Valentine.

The first lawyer was L. C. Simpson; S. B. Hoyt and John T. Wilson were students in his office. A number of the prominent citizens of to-day became such about this time: J. M. Holbrook in 1852, G. T. Dodd in 1853, Daniel Pittman, L. J. Gartrell, J. T. Glenn, A. J. McBride and W. A. Fuller in 1854.

The Christian Church was organized in 1852 by State Evangelist Daniel Hood, with six or eight members, and their first church building was erected the following year.

A Sabbath-school, organized in 1853 by Green B. Haygood and Willis F. Peck, on the McDonough street lot, still the property of the

Haygood family, proved the nucleus of Trinity Methodist Church. Green B. Haygood, chairman; Joseph Winship, Edwin Payne, and Dr. George Smith, were appointed a building committee. A lot was purchased, and old Trinity was speedily built—Bishop Andrew dedicating it in September, 1854, and Rev. J. P. Duncan preaching the first sermon.

The Second Baptist Church was organized in 1854, by nineteen members of the First Baptist Church. These were Mrs. Lipman, Dr. B. F. Bomar, Mrs. B. F. Bomar, Thomas Veasey, Francis H. Coleman, Mrs. Sherburne, John M. Myers and wife, Mrs. Krogg, Mrs. Wells, T. W. West and wife, Mr. and Mrs. Oglesby, I. O. McDaniel and wife, R. J. McDaniel, P. E. McDaniel and wife, and Nancy B. McDaniel; a majority of the nineteen being females. Yet, a church was soon built, costing about \$13,000.

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## CHAPTER VIII.

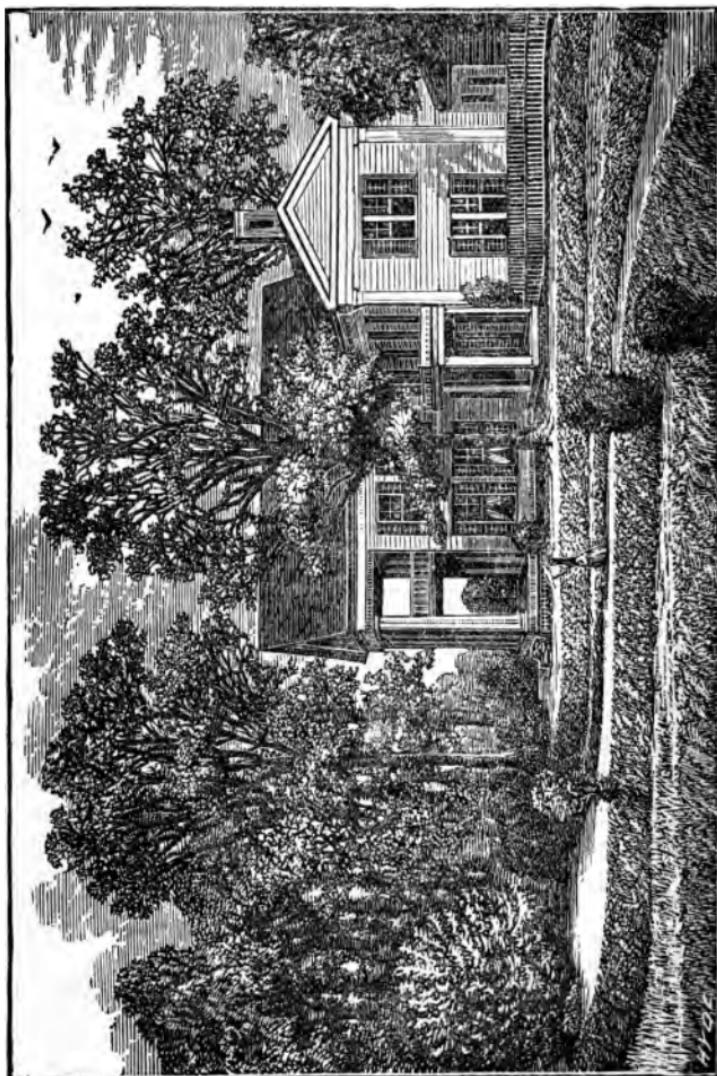
### CONTINUED GROWTH.

The year 1854 found Atlanta a busy and growing little city of 6,025 souls, according to the figures of the census. The average annual increase of population, for several years past

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had been about one thousand. There were about sixty stores, and the sales of goods ran up to one and a half million of dollars. This was a fine showing, and its presentation here will enable us to see, by comparison, the continued progress of the next six years, or up to the period of the war. For, notwithstanding a commercial crisis in 1857 and 1858, the growth of the city was steady and substantial, so much so that the United States census of 1860 proved Atlanta to be in size the fourth city of the State. Casual glances at the development of business, the march of improvement, and accession to the population, will disclose some of the successive steps in this career of prosperity.

And, first of all, should be noted accessions to citizenship of valuable and enterprising men; for, as previously intimated, Atlanta owes its remarkable career of prosperity to no agency more than the character of its population. Among these—in 1854, came Dr. J. P. Logan and M. Cole; in 1855, James Dougherty, of the present firm of Silvey & Dougherty; Frank Ryan, now the excellent City Clerk, then entering the Georgia Railroad machine shop as an apprentice; in 1857, E. E. Rawson, from Southwest Georgia; in 1858, John Keely, the famous retail dry goods man of to-day; J. C. Peck, the builder, and Thomas Acton, the



"The Terraces." Residence of E. E. Rawson, Esq., Pryor St.

greatest newspaper agent of the South ; in 1859, A. C. & B. F. Wyly, J. Morrison, and John M. Clarke ; in 1860, A. Morrison.

In 1854 the City Hall and court-house, 70x100 feet, two stories high, was begun, and finished the ensuing year, at a cost of at least \$30,000. The old Athenæum, also, was built by S. J. Williams. In 1857 Er Lawshe erected a store on Whitehall street. In 1858 nineteen brick stores were erected. In 1859 as many more stores were built, among them a block on Marietta street by J. Norcross ; a store on Whitehall street, by McNaught & Scrutchins ; a planing mill was built by J. C. Peck ; and among the residences, one by Er Lawshe on Peachtree street, and one by E. E. Rawson on Pryor street, remarkable for the unsurpassed beauty of its grounds.

Important new enterprises were inaugurated and established. Among them was the formation of a company for the manufacture of gas, and the city was lighted with it December 25, 1855. In the spring of 1855 the Atlanta Medical College entered upon active existence by a course of lectures in the City Hall ; and in the following July the corner stone of its present building was laid, and the building was occupied the following year. Thirty-two students were graduated the first term.

Atlanta Medical College.



In 1856 the Bank of Fulton was established by Alfred Austell and E. W. Holland, with a capital of \$125,000. One of the grandest movements of this period was that started in 1857,

in favor of another railroad, the Air-Line, of which more anon.

Among the many new firms entering business were P. & G. T. Dodd, grocers; and Silvey & Dougherty, general merchandise, in 1856. In the same year J. M. Holbrook began the hat business on his own account, establishing Atlanta's first hat store proper. In 1859 A. C. & B. F. Wyly commenced the wholesale grocery business, building a fine storehouse for the purpose Rawson, (E. E.) Gilbert & Burr, entered the dry goods trade, and John H. James begun the banking business in a White-hall street window.

Holbrook's Hat Store in 1876.



Churches, societies, and organizations of varied purpose increased numerously. In 1858 the Central Presbyterian Church organized with thirty-nine members, Dr. J. P. Logan and John Ray being the ruling elders. Rev. John W. Baker filled the pulpit that year, and Rev. J. L. Rogers was installed pastor the year following. A Young Men's Christian Association organized in 1857 or 1858, with Sidney Root, President; Lewis Lawshe, John Clarke, J. Hill Davis, and M. C. Cole, Vice-Presidents. In 1858 the Hibernian Benevolent Society organized, under B. T. Lamb, President. The Masons organized Jason Burr Council April 26, 1855; Fulton Lodge No. 216, October, 1857. Cœur de Lion Commandery No. 4, May 1859. The Independent Order of Odd Fellows organized Empire Encampment No. 12 in 1860. The Gate City Guards, our first military company, organized June 8, 1857, with the following officers: George H. Thompson, Captain; Wm. L. Ezzard, First Lieutenant; S. W. Jones, Second Lieutenant; John H. Lovejoy, Third Lieutenant; James L. Lewis, First Sergeant; Wilson Ballard, Second Sergeant; Willis P. Chisolm, Third Sergeant; James H. Purtell, Fourth Sergeant; Thomas M. Clarke, First Corporal; Jas. E. Butler, Second Corporal; E. Holland, Third Corporal; Joseph Thompson, Jr., Fourth Cor-

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poral ; James F. Alexander, Surgeon ; Daniel Pittman, Secretary and Treasurer.

This brief general survey may be concluded with a mention of another evidence of metropolitan ideas and growth appearing in 1859 : Atlanta's first Directory, compiled by Williams, and published by M. Lynch, well-known member of the present book firm of Lynch & Thornton, at that time running Kay's book store. Of this Directory it may be said, that, except in the matter of mechanical execution, it is very little inferior to similar works at the present day. It is brimfull of information, and is exceedingly interesting. Many of the prominent business names of that day have disappeared, while many, prominent now, were then in a very different kind of business. Still, there are familiar names, who had already, in that day, attained prominence in lines of business in which to-day they are recognized princes. This first Directory also furnishes striking evidence of another powerful agency in the prosperity of Atlanta. It contains nearly  *fifty*  pages of advertising, and about  *one hundred*  advertising cards. Few things have done more for Atlanta than this persistent determination, on the part of its business men, to thoroughly advertise their city and their business to the world.

At the opening of this chapter, the population



and business of the city in 1854 were stated. Williams' Directory furnishes us with a summary of progress during the period through which this chapter has glanced. April 1, 1859, the population amounted, according to State census, to 11,500; the assessed value of real estate, in the same year, to \$2,760,000; and the sale of goods to about \$3,000,000. Thus, in five years, there was an increase, in population, of 5,000, and, in sales, of about \$1,500,000. This comparison shows that the city had just about doubled itself, both in population and business. The dry goods trade, particularly, began to expand, and sales were made over an area of, at least, one hundred miles around, "on terms as favorable," it was claimed, "as could be had in the retail markets of the great northern cities, New York itself not excepted." The United States census, taken the following year, 1860, placed Atlanta, in population, the fourth city of the State. The population in 1861, at the beginning of the war between the States, was about 13,000.

## CHAPTER IX.

### THE WAR PERIOD.

In 1861, Atlanta received the first check in its onward career. The war between the States, commencing this year, brought the march of improvement to a perfect standstill. But, as in every other period or contingency of its history, that which was at first a check, became a great impetus. The cessation of growth was, in fact, more apparent than real. While building operations were discontinued, the population steadily increased; and while business was paralyzed in some departments, in others it acquired new vigor and greater proportions. These statements are verified by the official figures and facts of the time.

That the life and business of the city should feel some paralysis was quite natural, for many of its master spirits withdrew themselves from the avenues of labor and trade, and cast their fortunes upon the tented field. If space and the scope of this history permitted, a very long list of now familiar names might be mentioned in this connection; some achieving high rank, and many honoring their city none the less, though in the ranks of the private soldier.

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Thus the professional, the mercantile, and the mechanic classes were very greatly depleted, and Atlanta depopulated, for years, of a host of its best citizens. Many names in each class will readily be recalled to the minds of the Atlanta readers of this history—as, for instance, among others, L. J. Gartrell, who rose to the rank of Brigadier General, served in the Confederate Congress, and who is now the great criminal lawyer; Dan. Pittman, now Ordinary of the county; C. C. Hammock, since Mayor of the city; A. J. McBride, Colonel 10th Georgia; John Keely, now the famous retail dry goods merchant; Mark W. Johnson, H. Y. Snow, Frank Ryan, W. B. Cox, A. M. Perkinson, Joseph Thompson, Jr.

But despite this temporary loss to the city of brain and labor, both the population and aggregate of business increased. There was a constant influx of people, drawn through the operation of the old attractions, and many through the circumstances and exigencies of the times.

Atlanta became one of the military centres and supply depots of the Southern Confederacy. The manufacture of arms, ammunition and war material in general, was conducted upon the most extensive scale. In 1862, the city passed under martial law, and at once became the headquarters of Confederate Quartermasters and Commissaries. It was made, too, a chief hos-

pital point. Several hotels, the Medical College, Female Institute building and others, were used for hospitals and store-houses. It is probable that in these hospitals, from time to time, were treated and nursed at least 75,000 Confederate sick and wounded. These different enterprises required the labor of a large force of men, and heavy expenditures of money, which stimulated trade.

From all these causes the population of Atlanta continued to increase, until a short time previous to the Federal capture of the city, in 1864, it reached the figure of about 20,000. At the immediate moment of that event, there were not more than 12,000 citizens—men, women and children—as all had left who could well do so.

About the middle of July, 1864, the Confederate army, under General Joseph E. Johnston, and the Federal army under General Wm. T. Sherman, had both reached the Atlanta side of the Chattahoochee, which runs within nine miles of the city. Four or five days later, the bombardment of the city was commenced, and continued almost incessantly until September 1st. The scenes which followed may be imagined, but not readily described. Shells were thrown into the city day and night, doing their work of death, and constantly setting the city on fire.

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Our firemen were thus kept busy in efforts to extinguish the flames, and the women and children and non-combatants were frequently forced to retire to improvised bomb-proofs, behind walls and in the ground, for the preservation of life. Around the city the country was seamed with entrenchments and earthen fortifications, many of which still exist, extending within the limits of the city. About these, fierce battles were fought, and many a brave soldier laid down his life.

In the battle of Peachtree Creek, July 20th, the combined loss of the hostile armies must have been three or four thousand in killed and wounded. In the battle of Atlanta, July 22d, the Federal army sustained a still greater loss, including several thousand prisoners, and the death of a splendid officer, General McPherson. But the city was finally abandoned by the Confederate forces, the last detachment leaving on the night of September 1st. On the day following, Mayor James M. Calhoun, with a committee of citizens, including E. E. Rawson, member of the City Council, and five or six others, proceeded to the Federal camp, and upon surrendering the city, asked protection for non-combatants and private property, which was promised. On the same day, September 2d, the Federal troops took possession of the city.

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On September the 4th, Gen. Sherman issued an order requiring the departure of all citizens, save such as were in the employ of the Federal government. Those, who did not choose to go



Federal Camp in the City Park.

South, were sent North. An armistice of ten days was concluded between Hood and Sherman to carry this order into execution. The people were permitted to take away only a certain amount of property, and with the slight means of transportation at command, even this could be done only with difficulty. By an agree-



ment between General Sherman and Mayor Calhoun, considerable furniture was collected and deposited in the old Trinity Methodist Church, but the larger part of this was afterward lost, through depredation, and the great bulk of private property was necessarily abandoned at the outset.

This forcible expulsion of twelve thousand men, women and children, from their homes, almost entirely without means, produced terrible hardships and intense suffering. Mayor Calhoun, Councilmen Rawson and Wells, on behalf of the citizens, earnestly petitioned for a revocation of the order, but to no effect.

Nov. 16th Gen. Sherman commenced his march to the sea. Before doing so, the destruction of the city was completed. What could not be consumed by fire was blown up, torn down, or otherwise destroyed. No city during the war was so nearly annihilated. The centre of the city, or business locality, was an entire mass of ruins, there being but a solitary structure standing on our main street, Whitehall, between its extreme commercial limits. At least three-fourths of the buildings in the city were destroyed, the remaining number, consisting chiefly of dwelling houses. The very few buildings of any consequence spared in the general ruin, were saved through intercession, contingency, or accident. Rev.

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Father O'Reilly was instrumental in saving the Catholic and several Protestant churches, and also the City Hall. The Medical College was



Ruins of the Passenger Depot.

saved through the efforts of Dr. N. D'Alvigny.

Atlanta was thus left a scene of charred and desolate ruins, the home of half-starved and half-wild dogs, and of carrion fowls, feasting upon refuse, and the decaying carcasses of animals. Such was the spectacle that greeted the eyes of Er Lawshe and other citizens who returned to the city in December, 1864.

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## CHAPTER X.

### RE-OCCUPATION AND RE-BUILDING OF THE CITY.

The third great era in the history of Atlanta was introduced by the re-habilitation of its people in 1865, and the rapid reconstruction of its homes and places of business, beginning in the spring of 1865, or about the close of the war.

The two military measures—the one depopulating the city, the other destroying it—inflicted a calamity as terrible as was ever experienced by an American city, even in the Revolutionary times of 1776. The desolation was utter; but marvelous as had been its career up to its capture, the resurrection of Atlanta from its ashes, by a people moneyless as well as homeless, with thousands of widows and orphans thrown upon their care, is more marvelous still in the rapidity with which it not only recovered its former proportions, but sped far ahead of them.

As previously stated, the people began returning in November and December, 1864. Before the end of the year 1865, the old citizens had very generally returned, and many others came who, ruined by the war, determined to seek new homes and begin afresh. In 1866, it was ascertained, through a census, that Atlanta, despite the losses of war, had already regained and passed the highest figure of its population anterior to

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the Confederate evacuation, and that it contained 20,228 people—the city limits being enlarged, by the Legislature of that year, to three miles in diameter in every direction. The United States census of 1870 established the fact that Atlanta was the second city in the State, Savannah alone exceeding it in population. Among the new citizens acquired will be recognized many who have attained official, social and business prominence.

In 1865  
came Jas.  
R. Wylie,  
the whole-  
sale grocer  
and bank  
director;  
John L.  
Hopkins  
afterwards,  
Judge of  
the Su-  
perior Courts  
of the At-  
lanta cir-



Storehouse of Jas. R. Wylie & Co.

cuit, and one of the most eminent lawyers in the State; Mr. W. A. Moore and Mr. E. W. Marsh, the wholesale dry goods merchants, who have been in business together some twenty-four



years; Andrew Stewart and S. L. McBride; in 1866 came C. E. Boynton, the merchant, E. P. Chamberlin, his partner, a leading councilman, prominent in municipal laws and measures, enhancing the welfare of the city; Julius L. Brown, one of our ablest young lawyers; John N. Fain, a well-known merchant and church officer, and James A. Anderson, who has successively held the offices of City Tax Collector and Chief of Police for several terms, with great credit. In 1867 came S. N. Inman from Tennessee, the great cotton merchant and public-spirited citizen; Richard H. Clark, present Judge of the City Court; W. A. Hemphill, one of the proprietors of the Atlanta Constitution; W. F. Stokes, the great fruit merchant of Atlanta; John A. Fitten and John C. Kirkpatrick. In 1868 came M. C. & J. F. Kiser from Campbell, of the immense wholesale dry goods house of that name; Mark W. Johnson, of the agricultural warehouse; D. M. Bain and N. J. Doolittle. In 1869 came W. A. Haygood from Emory College, now president of the Young Mens' Christian Association; Jos. T. Eichberg, from New York, and J. F. Burke, in after years the successful Library director. In 1870 came the Wilsons—W. S. & J. C., the latter now the largest coal dealer in the city. In 1871 came Jas. H. Low and Clarence F. Low, from

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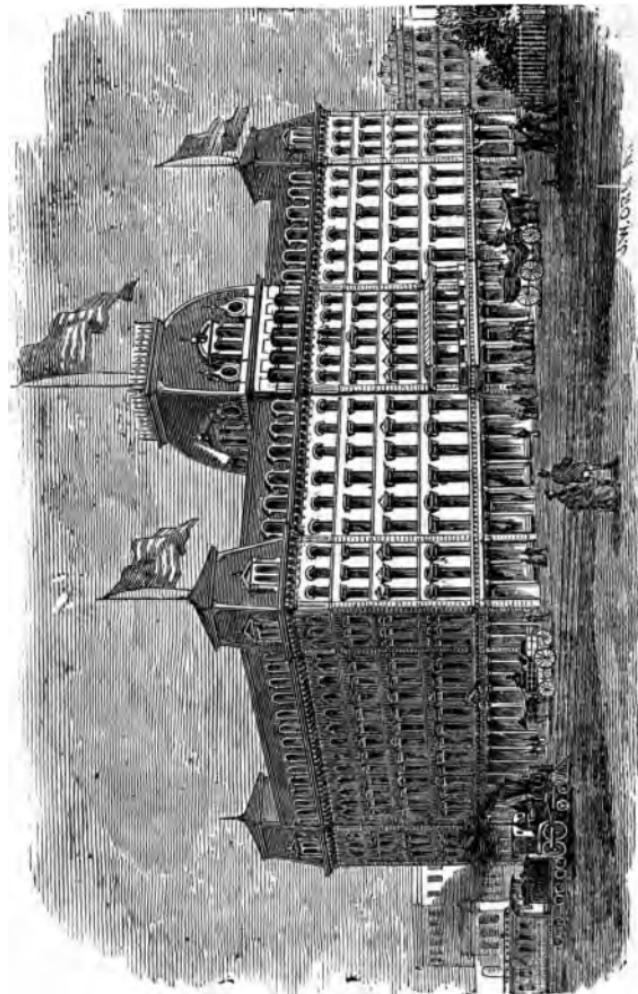
New Orleans, leading insurance agents, and Jas. Thornton, of Lynch & Thornton, booksellers.

At first, the rebuilding was in a haphazard manner, and hundreds of wooden and brick shanties were erected, out of the debris of the ruins—in many instances the owners putting their own hands to the work, clearing away the rubbish, and picking out the material fit for use.



T. M. & R. C. Clarke & Co.'s Hardware Building.

Er Lawshe set up the first storehouse on White-hall street, by the removal of a little one-story building from another part of the city; and this was done by many others. The scarcity of buildings made rents enormous, and building materials were equally high. This state of



The H. I. Kimball House.

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things continued for several years. By 1869 and 1870, however, matters had settled down to a more solid basis. Splendid residences and stores began to rise, and many of the old shanties were pulled down and replaced by massive structures. In the years 1869, 1870, 1871, and 1872, building operations were immense, embracing stores, residences, and public houses. In 1865, John H. James built his banking house, and McNaught and Scrutchins their store, on Whitehall street, and J. C. Peck rebuilt his planing mill. In 1866, E. P. Chamberlin built a residence on Washington street; C. E. Boyn ton erected one on Rawson street. In 1868, the Third Baptist Church was built by liberal contributions of Governor Brown and others. In 1869, E. E. Rawson built his store on Whitehall street; Moore & Marsh finished a magnificent 36 by 186 store on Decatur street; John H. James built his famous residence, now the Governor's mansion, on Peachtree street, at a cost of \$70,000, and began a block on Whitehall street. In 1870, L. DeGive built the Opera House, which Forrest, Booth, and other great actors pronounce unsurpassed in acoustic properties; the cornerstone of the Catholic Church was laid; the Fourth Baptist Church was built by John H. James; the Kimball House, one of the largest hotels in the United States, was built

by H. I. Kimball, at a cost of nearly half a million dollars; Richard H. Clarke built a residence on McDonough street, and B. F. Wyly one on Washington street.



Residence of James R. Wyly, Esq., Peachtree Street.

In 1871, at least four hundred buildings went up—among them, the Republic Block, on Pryor street; the Austell building, on Decatur street; the Union Passenger Depot—one of the largest and finest iron depots in the United States—jointly constructed by the railroad companies; the beautiful residence of Judge John L. Hopkins, on the corner of Gilmer and Collins streets; that of Z. D. Harrison, Clerk of the Supreme Court, on McDonough street; and the residence of W. A. Hemphill, on Pryor street. In 1872, another church—the Fifth Baptist—was built

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by John H. James; a three-story building, on Broad street, by Ex-Governor Brown—a splendid 52 by 140 feet, slate bank vault, agricultural warehouse, by Mark W. Johnson; a



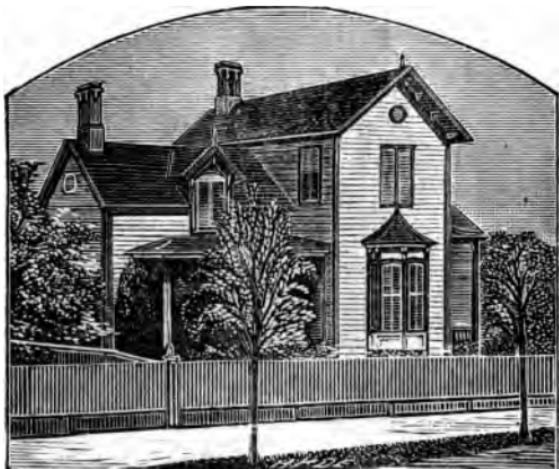
Agricultural Warehouse of Mark W. Johnson.

building for his hardware business, by Thomas M. Clarke, and residences by John R. Fain, on Pryor street, J. T. Eichberg, on Forsyth street, and Robert Clarke, on Houston street. In 1873, James R. Wylie built a two story brick on Broad street, Daniel Pittman one on Wall street, Julius L. Brown a residence on Washington street J. T. Glenn one on the same street, and James R. Wylie one on Peachtree street.

Business advanced at an equal pace. The old commercial houses were re-established, banks

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were re-organized, and the old manufacturing enterprises were resuscitated, trade rapidly filled up the old channels, and, overflowing their banks, made many new outlets. The monetary



Residence of Julius L. Brown, Esq.

needs of the people were, of course, very pressing, and banking facilities were speedily forthcoming. In 1865, John H. James re-commenced his banking business, the Georgia National Bank opened—John Rice President, and E. L. Jones, Cashier; followed, in 1866, by the Atlanta National Bank, with a capital since raised to \$300,000; in 1868, by the Georgia Trust Company, with a capital of \$125,000; in 1872, by the State National, now Merchants', Bank;

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and, in 1873, by the Citizens' and State of Georgia.

Among the businesses established and re-established, were, in 1866, wholesale groceries, by James R. Wylie and P. & G. T. Dodd; wholesale dry goods, by Moore & Marsh—partners for nearly a quarter of a century; hardware, by Tommey, Stewart & Beck; wholesale crockery by A. J. McBride. In 1868, the *Atlanta Daily Constitution* newspaper was started



Tommey, Stewart & Beck, Hardware.

by Col. Styles. In 1873, J. C. McMillan and H. Y. Snow re-established their old ante-war wholesale and retail grocery business. Snow started, at the close of the war, upon a salary of a half-bushel of meal per day, (worth twenty-five cents,) in a Southern Georgia mill.

Very naturally, the expansion of trade and great influx of population enhanced the value



of real estate, and increased prices brought upon the market a large and increasing amount of property, which was eagerly purchased by speculators in the city and from abroad, as well as by non-residents. This proved one of the most fruitful sources of revenue to an impoverished people, and at the same time built up a comparatively new business, which, in a few years, assumed immense proportions. In 1865, Geo. W. Adair opened a bureau for the sale and exchange of real estate property. In the six years following, prices ran up to enormous and most unhealthy figures—millions of dollars changing hands.

In 1873 came another new arm of progress—the Air-Line Railroad. As early as 1857, the growing wants of the city suggested to enterprising citizens the propriety of increased railroad facilities, and the opening of new lines of transportation into undeveloped sections. The agitation of the Air-Line railroad followed. Ex-Mayor Norcross was the recognized leader in this movement, ably assisted by James L. Calhoun, L. J. Gartrell, and others, and obtained a charter. In 1859 he was made President of the road, and was mainly instrumental in obtaining a subscription of several hundred thousand dollars along its proposed line. In 1858 the city of Atlanta subscribed \$300,000. Gra-

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ding contracts were made, and, in 1860, work was commenced. The war, and other causes, suspended operations. In 1866, the citizens of Atlanta, in a large public meeting, endorsed the road. The company had been re-organized, work was re-commenced in 1869, the road was completed in August, 1873, and in September trains were running upon a regular schedule. Thus Atlanta became the market for an entirely new region of great and constantly developing resources.

During these years still another field of business enterprise was extensively opened up ; becoming one of the chief contributors to Atlanta's prosperity. In 1859 it was claimed that dry goods were sold for one hundred miles around ; but not until since the war did the wholesale business develop into a distinct element of the city's progress. This was also true of the cotton trade, which, in 1867, showed receipts of only 17,000 bales, but at once began an upward career.

The religious, moral, social and educational progress of this period were equally gratifying ; the number of religious organizations largely increased, some of which may be mentioned. June 17th, 1867, the Hebrew Synagogue was organized from the old Hebrew Benevolent Association—Mr. Jacob Steinheimer first officia-

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ting. In the same year, the Loyd Street Methodist Church was organized, and, in 1870 and 1872, the Fourth and Fifth Baptist churches were formed. In 1870, Payne's and St. Paul's (Methodist) appeared. Educational and society organizations were so numerous, that separate chapters will be devoted to them.

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## CHAPTER XI.

### BIRTH AND GROWTH OF ASSOCIATIONS.

Association is one of the essential elements of progress, and wherever this principle is found in active operation, great development will also be discovered. So numerous was the organization of societies during this period—from the close of the war to the commercial crisis of 1873—that it might be appropriately termed an era of associations. Outside of educational institutions, and the more utilitarian partnerships, combinations and corporations for business ends, great activity manifested itself in the establishment of societies and organizations for literary, social, and benevolent purposes; and to the latter this chapter will be devoted.

In 1867 the Young Mens' Library Association began its existence. Several attempts had been made, in previous years, to establish a

library, but had failed. This effort originated with D. G. Jones, then teller of the Georgia National Bank. He laid the subject before the author of this book, who became heartily interested. A young lawyer, Henry Jackson, was next consulted, and the three agreed upon the call of a meeting. This occurred in the room of architect Parkins, over the Georgia National Bank, on the night of July 30th. There were present at this first meeting, Albert Hape, J. R. Barrick, D. G. Jones, C. P. Freeman, E. Y. Clarke, A. R. Watson, John R. Kendrick, W. H. Parkins, Henry Jackson, Ed. H. Jones, W. D. Luckie and C. H. Davidge. A temporary organization was effected by the election of J. R. Barrick, Chairman, and A. R. Watson, Secretary. It was unanimously resolved to form a Library Association, and D. G. Jones, Henry Jackson, and E. Y. Clarke were appointed a Committee to draft a Constitution. On the following Monday night (August 5th) this Committee reported the Constitution, which was discussed, but not acted upon. The question of rooms was considered, with the conclusion to continue, for the present, in the room of Mr. Parkins, returning thanks to Henry Jackson for the proffer of his office. By resolution of E. Y. Clarke, Rev. R. A. Holland was invited to lecture for the Association. At the third meeting,

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on Monday night, August 12th, A. R. Watson in the Chair, *pro tem.*, and W. D. Luckie, Secretary, *pro tem.*, the Constitution, as reported, was adopted. It declared that the name and style of the Association shall be, "The Young Mens' Library Association of the city of Atlanta," and that its purpose shall be "to facilitate mutual intercourse, extend our information upon subjects of general utility, promote a spirit of useful inquiry, and qualify ourselves to discharge properly the duties incumbent upon us in our various professions and pursuits;" and, in furtherance of these objects, to "collect a library, establish a reading room, and organize a system of instruction by lectures." At the next meeting, the Constitution was signed by forty-seven members. The following Board of Directors, for the first year, was then elected: Henry Jackson, President; Darwin G. Jones, Vice President; C. P. Freeman, Secretary; W. D. Luckie, Treasurer; E. Y. Clarke, A. R. Watson, H. T. Phillips, E. B. Pond, Albert Hape, F. O. Rudy, W. M. Williams, J. R. Barrick, L. H. Orme, Directors. The Board held its first meeting August 20th, and appointed its Committees. On September 2d, the Board met for the first time in the rented library room, which was retained until 1873, when the new rooms were occupied. The Library Committee re-

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ported that the room rent was \$13 per month, and that the necessary shelving would not cost over *fifteen dollars*—quite a contrast to the rent and furniture cost of its present magnificent quarters. The first recorded donation, is of Appleton's Cyclopedias, by Col. L. P. Grant, and others—a gentleman distinguished for warm friendship and continuous liberality to the Association, and who was justly its first elected honorary member.

For a few years the struggle for existence was a hard one, and taxed the utmost effort and ingenuity of the managers. A concert was given during the first year, which netted several hundred dollars. The Lecture Committee inaugurated a system of lectures, and furnished a regular course, placing upon the stage such men as Rev. R. A. Holland, Admiral Semmes, General D. H. Hill, and Rev. J. S. Lamar; but they could do no more than make the course self-sustaining—the receipts exceeding expenses some \$50. To sustain the institution, resort was had to many and various expedients. It grew gradually, however, into popular favor, the membership continued to increase, and, finally, each successive year showed continued progress, till, in 1873—the end of the period now under review—our public Library was established beyond question. Among the officers

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and directors who labored earnestly and successfully, up to this time, toward the accomplishment of this result, are D. G. Jones, its originator; John H. Flynn, three times President; Charles Herbst, Librarian; L. H. Gholstin, D. M. Bain, Albert Hape, H. T. Phillips; and many others, both officers and members, might be honorably mentioned.

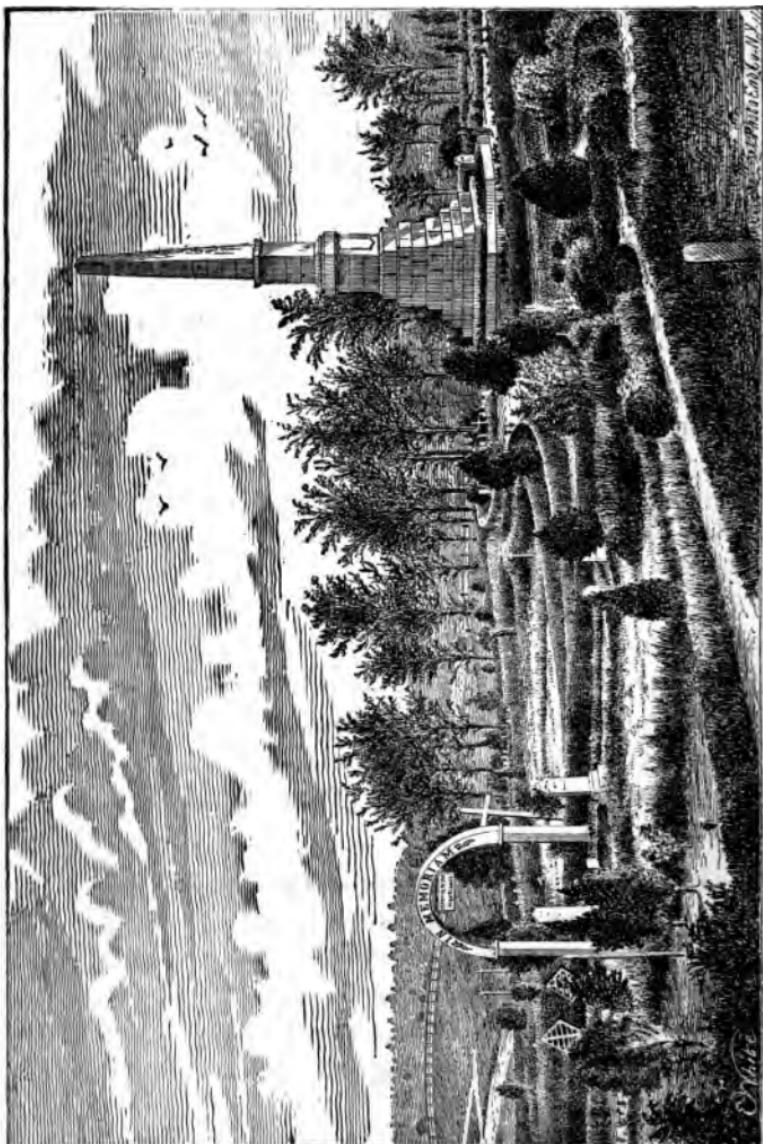
In 1858 the Hibernian Society organized under the presidency of B. T. Lamb. August 16th, 1866, it was re-organized as the Hibernian Benevolent Society of Atlanta, with B. T. Lamb, President; M. Mahoney, Treasurer; Joseph Gatens, Secretary. In 1869, the following were elected officers, and continue: John H. Flynn, President; Owen Lynch and T. Burke, Vice Presidents; W. H. Roche and Jas. Walsh, Treasurers; W. Dowling and T. Nunan, Secretaries. Its general object is the temporal welfare of its members and their families. It has an invested fund of over \$4,000.

In June, 1867, the Concordia Association was organized, and speedily became popular. The first organization was, A. Landsberg, President; L. Lieberman, Vice President; S. Rosenfeld, Secretary; Charles Beerman, Treasurer; L. Rosenfeld, Financial Secretary; A. L. Labold, Stage Manager; and the following were the first or original members: M. Eisman, Jr., L. Alex-

ander, J. L. Cohen, M. Eisman, Jr., M. Friedenthal, D. Fleishel, J. F. Fleishel, B. Fleishel, B. Friedman, M. Frank, M. Fechter, M. Franklin, M. Hartman, G. A. Huald, S. Hirshberg, H. Kuhrt, S. Katzenstein, L. Levy, E. Lang, E. Loveman, M. Menko, A. Rosenfeld, Wm. Rich, D. Rosenberg, E. A. Shulhafer, J. Steinheimer, D. Steinheimer, Isaac Steinheimer, E. Steinheimer, M. Somer, L. Somer, J. Rosenfeld, S. Weil, L. Cahn. Its objects are mutual improvement in elocution, debates and dramatic performances, and social amusements.

In May, of the same year, the Ladies' Memorial Association was organized, for the purpose of collecting the remains of the Confederate dead, their proper interment, and the erection of a monument. How well its work has been done, appears from the statement, that the scattered remains of over five thousand bodies were collected and re-interred, and that a splendid monument was erected out of our Stone Mountain granite.

In May, 1871, the Baptist Orphans' Home was organized. Ex-Governor Brown was made one of the Trustees, and Mr. John H. James, Treasurer, who, assisted by his wife, has a very large share in the management. The Home was started in Atlanta, but shortly secured an



Confederate Monument in Oakland Cemetery.

excellent building two miles out of the city, where it now supports twenty-five children.

March 1st, 1873, the Atlanta Turn Verein organized with a membership of twenty-five, and for the purpose of mental and physical development. It is a member of the great Turner band extending all over the United States. The charter members were C. J. Weinmeister, H. Muhlenbrink, Dr. Ch. Rauschenberg, Aaron Haas, Chas. Brown, D. Fechter, and E. Fechter.

There were many other organizations, under church or brotherhood; but there is sufficient mention to indicate the progress in this direction.

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## CHAPTER XII.

### EDUCATIONAL PROGRESS.

During this period of general reconstruction and progress, educational interests had been advanced, and the city was well supplied with private schools and collegiate institutions. But Atlanta began, soon, to grow restless under that pressing need of a great city—a thorough system of education, and one that would embrace every child within its limits, thereby securing ample instruction to all, whether rich or poor.

Even before the war, public attention was

directed to that necessity. In 1859 a public meeting was held, a committee appointed to report on the subject, and did so report, through their chairman—Green B. Haygood—favoring public schools. On September 24th, 1869, the City Council passed a resolution, introduced by Alderman D. C. O'Keefe, to the effect that the success and perpetuation of free institutions depend upon the virtue and intelligence of the people, and that the public school system has been proven to be the best calculated to promote these prime objects, and is the cheapest and most efficient system; and that a committee of councilmen and citizens be appointed to investigate and report upon the subject of public schools for Atlanta. Mayor W. H. Hulsey, D. C. O'Keefe, E. R. Carr, and citizens J. P. Logan, W. M. Jones, J. H. Flynn, E. E. Rawson, David Mayer, L. J. Gartrell, and S. H. Stout, were appointed that committee, and they prepared an elaborate report, which was adopted by Council November 19th, recommending the establishment of a public school system.

On the 26th of the same month resolutions were offered by Alderman D. C. O'Keefe, providing for the election of a board of education, the erection of public school houses, and such other steps as were necessary to the establishment of the schools. On December 10th, the

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board was elected, consisting of twelve members, J. P. Logan, E. E. Rawson, J. E. Brown, L. E. Bleckly, for six years; John H. Flynn, L. P. Grant, David Mayer, H. T. Phillips, for four years; S. H. Stout, W. A. Hemphill, M. C. Blanchard, D. C. O'Keefe, for two years.

The city charter was amended in 1870 to establish and maintain the system by the imposing and collection of requisite taxes, and the issuance of bonds, not exceeding \$100,000. In the following year, 1870, the city council passed an ordinance, giving the board of education full control of the public schools, with power to construct, lease or purchase buildings, making the necessary appropriation, and declaring the Mayor of the city *ex-officio* member of the board; and three school houses were at once built, and by January, 1872, were completed. Public exercises of inauguration occurred January 30th at the Ivy street school building, with addresses by Chancellor Lipscomb, A. T. Spalding, State School Commissioner Orr, Mayor J. H. James, H. R. McKay, and J. E. Brown.

On the 15th of November, 1871, Mr. B. Mallon, of Savannah, was elected superintendent. On February following, the public schools were opened, and at the end of the first year, showed the following remarkable status—two thousand and seventy-five white scholars, two high schools

and seven grammar schools, taught by twenty-four females and six males.

Ivy street school opened January 31st; boys' high school February 1st; girls' high school February 5th; Crew street school February 14th, Walker street school, February 21st; Decatur street school February 27th; Luckie street school February 29th. Governor Brown has been president of the board since the organization, E. E. Rawson, treasurer, and David Mayer, vice-president.

The experience and ability of the superintendent developed speedily the work. At the end of the scholastic year the number of children enrolled in the schools were nearly four thousand, which evinced their great popularity. There were fifty-six teachers. The school property was valued at about \$100,000. The last estimate of the average cost per scholar, is less than \$1.50 per month. A Convent school for girls is kept by the Sisters of Mercy.

There is a University for colored people—male and female—which receives an annual appropriation from the State of \$8,000.

In 1868 Moore's Business University was established by Prof. B. F. Moore. It has gained a wide-spread reputation; over one thousand young men have been in attendance on it in this city. It receives an extensive patronage from

Georgia, Alabama, South Carolina, North Carolina, Tennessee, Mississippi, Louisiana and Florida, and furnishes a complete business and commercial education.

It will thus be seen that the educational progress of the period kept fully abreast of the advance movement in every other grand interest of the city.

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## CHAPTER XIII.

### A FINANCIAL CRISIS.

In 1873 the population, by census, was thirty thousand eight hundred and sixty-nine. The Air-Line Railroad was finished, and many improvements, under way at the beginning of the year, were completed. But in this year a great monetary crisis befell the country, and the financial panic swept like a whirlwind over Atlanta. Building stopped, the wheels of progress were clogged, the prices of real estate tumbled tremendously, and business was prostrated. Of course this state of things caused general damage, and all suffered; but to the great credit of Atlanta and to the sound foundation of its business prosperity, few large houses were seriously affected, and though the crash of great houses and banks was resounding in all the cities of the land, not a single bank in Atlanta fell, though



there was a run on all of them. It is true that Mr. James' bank suspended, but the suspension was only temporary. With his characteristic judgment and decision, he threw a hundred thousand dollars of his real estate immediately upon the market, which, though sold under the auctioneer's hammer at a great sacrifice, furnished him ready money, and tended to restore public confidence. In less than sixty days his bank was all right again. Thus no bank in Atlanta was crushed. Business, however, was prostrate, trade flowed sluggishly in its channels for several years; but a people whom fire and sword, and consequent monetary bankruptcy could not destroy, would not be kept down by a financial panic and its effects, however disastrous. Progress soon began to manifest itself; indeed, as always in the career of Atlanta, there was not an absolute halt in its onward march. St. Luke's Episcopal Church and a German Lutheran Church were added to its houses of worship, and a Cumberland Presbyterian Church was organized.

Progress soon again became quite noticeable, new hotels, factories, banks, and other enterprises appearing. Immense fires only made way for nobler structures, and so continued the march of improvement.

## C H A P T E R X I V.

## MUNICIPAL REFORMS.

There is a tendency in all cities to create public debt, especially where there are few or no charter restrictions upon the municipal authorities. This arises in a great part from the importunities of the citizens themselves for subscriptions to this or that enterprise on account of alleged public interest or utility, and in some measure from the incompetency and venality of officials. The citizens of Atlanta, wide awake upon all matters touching the welfare of the city, and also incited by the monetary stringency and steady decline of values, had detected the accumulation of city indebtedness, and becoming alarmed in 1873, set about devising means to save the city from future bankruptcy. The police system was also a source of great complaint and dissatisfaction on several grounds. Under the existing system a high state of efficiency and discipline were impracticable; and the police force was a powerful element in every municipal election, exercising an undue influence over the result. The public interest sternly demanded a change; the policemen must be taken out of municipal politics, and be made more efficient. A petition signed by J. H. Cal-

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laway, J. A. Hayden, Amos Fox, and some one hundred and fifty other citizens, was read before the City Council Nov. 1st, 1873, alleging that the charter, though often amended, had never been tho roughly revised, and urging that this was greatly needed and should be done to insure future prosperity. This petition was referred to a special committee, who reported on the following Friday night, Nov. 8th' recommending the appointment of forty-nine citizens, seven from each of the seven wards. The report was unanimously adopted and "the committee of forty-nine" was appointed, including such men as L. P. Grant, G. W. Adair, George Hillyer, N. L. Angier, J. P. Logan, L. J. Gartrell, John H. Flynn, John L. Hopkins, N. J. Hammond, John H. James, A. Murphy, W. G. Gramling, L. H. Bleckley, J. A. Richardson, W. B. Cox and John T. Grant. On the night of Nov. 18th this committee met at the Recorder's room. L. Bleckley was made chairman, and one from each ward was appointed to report subjects to be referred to sub-committees of three each. The subjects reported were City Government, Finance, Elections, Sanitary Regulations, Police, Water Works, Public Schools, and Streets, and they were referred to the separate sub-committees. On November 26th a committee was appointed to consolidate the various sub-com-

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mittee reports. The consolidated report was submitted and adopted. The ensuing Legislature passed the charter thus revised, and it was approved by the Governor Feb. 28th, 1874.

No event of more vital consequence ever occurred in the governmental policy of Atlanta. No municipal reform was ever more thorough, as will be seen at a glance at some of the new features of the charter and their operation. In the first place it puts a stop to the creation of debt. Section 32 of the charter says that no bonds shall be hereafter issued, except by an affirmative two-thirds vote of two successive councils, the approval of the Mayor and a majority vote of the citizens in a popular election. In all appropriations of money for the increase of indebtedness or expenditure of revenue, except for salaries, the councilmen and aldermen must vote separately and agree. For this purpose the General Council was constituted of three aldermen for the city at large, and two councilmen from each ward ; the aldermen and councilmen separating into two bodies in all matters of finance. It is also stipulated that the annual expenses shall be so restricted as not to exceed the annual income, after certain payments on the public debt, and that no General Council shall borrow money, save in the management of existing indebtedness. As an

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additional safeguard, a clause was inserted enacting the personal liability of Mayor, councilmen and aldermen for the refunding of all amounts appropriated in violation of the charter, and it is made the imperative duty of the Clerk of Council to institute recovery suits.

Advancing a step further, provision is made for the constant annual reduction of the public debt by the setting apart of one fourth of the tax on real estate for the payment of the *principal* of floating liabilities. Still another step was taken in this direction. While increased indebtedness is prevented and reduction secured, the business interest of the city must be protected from burdensome taxation. To do this the tax is limited to one and a half per cent. on property.

In the department of official conduct, and the proper administration of the laws, the regulations of the charter are equally effective. Official mal-conduct, to the financial detriment of the city, is made impossible. The greatest reform, however, under this head, was the entire change of the police system, and its divorcement from the General Council. A separate board, called Police Commissioners, consisting of five citizens, elected by a two-thirds vote of the General Council, was instituted, and into their sole con-

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trol was confided the election and government of the police force.

It is unnecessary to note any other changes wrought by the charter ; these are sufficient to show that it is a masterpiece of municipal reform, and secures the people, absolutely, against municipal bankruptcy and burdensome taxation, and guarantees a faithful and vigorous administration of the laws, for the protection of their lives, liberties, and property. The result has been electrical : the city's credit has bounded upward, and, strange as it may seem, in this day of general bankruptcy of American cities, Atlanta eight per cent. bonds command a *premium*. Alderman J. W. English not only borrows money on account of the floating indebtedness at seven per cent. interest, but is offered largely more than he needs. It is very probable that, under his able management, the rate of interest will be still further reduced, and an additional saving to the city, of several thousand dollars effected. Upon the score of administration, Atlanta never had better city officials, and the efficiency and general character of its police force have a national repute, justly eliciting the pride of its citizens.

It is true that the severe restrictions of the charter will not permit any very general system of improvements, at present, but any

inconvenience from this cause will be cheerfully borne, in view of the steady reduction of the public debt, and the new stimulus infused into every factor of the city's prosperity, and the increased values imparted to its property. It must be remembered, too, that the gradual reduction of the interest account, together with the enlarged income from taxation, will, in a few years, produce an excess, which will insure the most liberal appropriations for every object countenanced by the charter. The first Mayor elected under its operation was Judge C. C. Hammock, whose administration was one of the best and most popular Atlanta ever enjoyed. In his official address, at retirement, he uttered this strong language: "The most signal of your achievements has been the successful application, and faithful execution, of the provisions of the new city charter. Under its operation, the city has experienced what may aptly be termed a *new birth*—such has been the change wrought in her financial standing, and her prosperity for future growth and prospects. Previous to its going into practical effect, her credit (the foundation of governmental, as well as of private, character) was impaired and diminishing; but, under the confidence-inspiring provisions of the new charter, wisely conceived and courageously enforced, Atlanta has, *at one bound*, inaugurated perpetual economy in her expenditures—the steady, gradual reduction of her indebted-

ness—and placed her securities on an *up grade*, without a parallel in the financial experience of these unfortunate times."

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## CHAPTER XV.

### MOVEMENTS OF BUSINESS.

The commercial panic, not being based upon temporary causes simply, but upon a general depreciation of values from inflated proportions to their true standard, the settling down or adjustment of business to the changed condition was necessarily the work of years. But the commercial circles of Atlanta gradually worked out of the depression of the times, and re-assumed their old activity. Renewed vigor produced greater expansion, and expansion, in its turn, demanded enlarged facilities. More banking capital was needed, and more and larger houses for the handling and storage of goods. One secret of Atlanta's progress is, that no demand of trade, however feeble, fails to produce an effort at supply. So it was at this time. New banks were organized, and more business structures erected. In addition to those already mentioned, the Atlanta Savings Bank appeared in 1875, under the management of S. B. Hoyt, President, and R. H. Richards, Cashier, followed by the State Savings Bank—Dr. James Handy, President, and W. W. Bell, Cashier—in 1876.

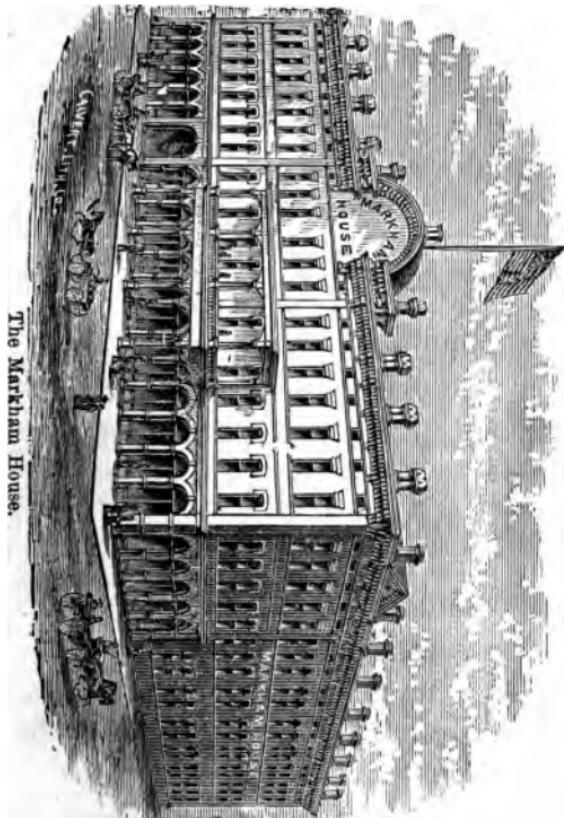
The year 1875 was one of marvelous progress in building operations. Real estate improvements aggregated in value, perhaps, \$1,000,000. This improvement embraced the filling up of numerous unsightly spots; as, for instance, the drainage of a marshy spot, south of Hunter street, and the erection of numerous cottage buildings thereon, at an expense of perhaps twenty-five thousand dollars, by Col. Tom.



P. & G. T. Dodd & Co., Wholesale Groceries.

Alexander, one of Atlanta's prominent railroad contractors, and who has an invested faith in Atlanta and its future to the extent of one hundred thousand dollars, in real estate and im-

provements. P. & G. T. Dodd, to accommodate their great business, erected their splendid building on Alabama street—part of an entire



block erected at the same time. A costly hotel—the Markham House—was erected for Owens, then the exceedingly popular proprietor of the National; and a six-story cot-

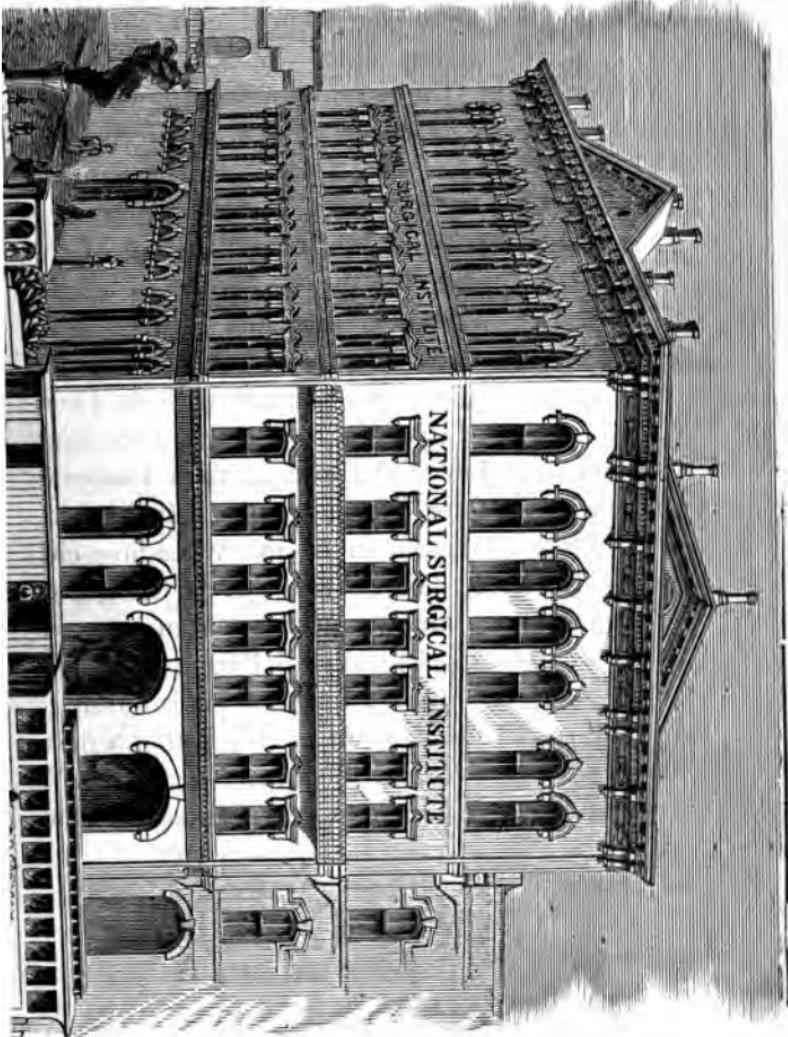
ton factory went up. Residences—and many fine ones—ascended as if by magic. Among them, were that of S. L. McBride, on Rawson street, in 1876, and, in 1877, that of James



Residence of A. C. Wyly, Esq., Washington Street.

Oglesby, on Richardson street, and the elegant, city-like structure of A. C. Wyly, on Washington street.

Business exhibited a great activity. W. F. Stokes & Co. opened a wholesale fruit and produce establishment on Alabama street, G. P. Guilford a new music house, Simmons & Hunt added a dry goods department to their business,



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with W. S. Gilbert as partner. In 1873, M. C. & J. F. Kiser added W. S. Everett to the firm, having the previous year removed their wholesale dry goods establishment to the new building on Pryor street, opposite the Kimball House. One of the most important business events of the year was the establishment of the Surgical Institute, for the treatment of all deformities of the body, face and limbs. It is under the management of Doctors Allen, Johnson and Handy, and is now treating some twenty-three hundred cases, including those boarding in the Institution and those in their homes in the various States of the South. It has the unqualified endorsement of many leading citizens. In 1875, W. S. & J. C. Wilson, now Wilson & Bro., bought out the extensive coal and wood business of Edward Parsons. W. A. Fuller opened a grocery business in his building, 148 Marietta street, soon after forming a partnership with W. A. Doolittle—both these gentlemen having been popular railroad conductors, and W. A. Fuller quite noted for his successful chase of engine thieves during the war. In 1876, Morrison, Bain & Co. removed their hardware establishment to the Republic Block, occupying three large floors; John Keely made the third enlargement of his retail dry goods store, to 55 by 100 feet dimensions. In

1877, the present year, the same progress continues.

Among the movements of trade may be noticed that of wholesale groceries to Alabama street. In 1873, Stokes & Co., wholesale fruiters, removed to the street; Stephens & Flynn, Dodd & Co., Fuller & Smith following soon after, making it the great wholesale grocery street of Atlanta—nearly all the great houses being located on it.

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## CHAPTER XVI.

### GENERAL PROGRESS OF THE LAST DECADE.

The progress of Atlanta during the last decade has not only equalled, but has surpassed that of any other period. This progress has been a general one, extending to every department of business and industry. The same advance marked all other interests, religious, educational and social. Besides, municipal reforms, the city government had also made great progress in the establishment of important public works, among these, was the supply of the city with water, at a cost of nearly a half million of dollars. Though the well and mineral waters of Atlanta, were amply sufficient for all drinking purposes, yet the continuous increase of pop-



ulation, rendered another source of supply advisable for the central part of the city and more particularly for the objects of sewerage, and the extinguishment of fire. The great enterprise is now in the most successful operation. Hunnicut & Bellingraths, in 1875 and 1876, laid seventeen miles of pipe, all of which stood the test of two hundred pounds pressure to the square inch. The water can be thrown in numerous streams to the top of the highest buildings. The works are under control of a Water Board, elected by the people, and consist at present of C. H. Strong, G. W. Adair, G. W. Terry, J. H. Flynn and E. E. Rawson.

The members of the Board receive no compensation for their services, which are not only responsible, but also quite onerous one in the case of the president, who at present is E. E. Rawson, a public-spirited citizen, whose time and labor form so prominent and large a part of many of our best institutions. The superintendent is T. F. Winn, a most efficient officer. The works were completed in 1875.

Numerous churches were built, some of them, Trinity (Methodist), the Roman Catholic, and others, being exceedingly handsome. The new Hebrew Synagogue, though not quite finished, will be, at no distant day, through the efficient management of the building committee, J. T.

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Eichberg, L. Cohen, M. Franklin, H. Haas.

Another advance step, and a very great one in the direction of culture, was the formation of a musical society called the Beethoven. After a time it was suspended, but was organized January 25, 1877, under the presidency of Julius L. Brown, a gentleman distinguished for his devotion to the higher culture, an able lawyer, and one of the most successful directors of the Young Mens' Library. D. M. Bain, also a popular Library director, was made vice-president. Charles E. Currier, secretary, and E. A. Werner, treasurer. In the meantime the Rossini society had organized, in 1876, under the business management of president J. F. Burke, treasurer W. C. Morrill, and other competent gentlemen ; G. P. Guilford is the musical director, Mrs. Mary Madden, pianist, and C. C. Guilford, Librarian. A better selection than Mr. Burke could not have been made, and he will make it succeed as he did every Library Fair under his management. These societies are thoroughly organized, have several hundred members, and are immensely popular.

The humanitarian or philanthropic movements of the last decade have been most successful. By far the grandest of this character is the Atlanta Benevolent Association, organized in January, 1874. The movement originated with the

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ladies, ever foremost in acts looking to the elevation of humanity and the amelioration of its suffering conditions. The active efforts of Mrs. W. A. Tuller and Mrs. J. A. Hayden, among others, brought about a meeting of ladies and gentlemen, and an organization resulted. Its objects embrace the physical and moral welfare of the poor and the homeless. For this purpose a "Home" has been provided; where the homeless and sick are cared for. It is proper that so great a charity should be prominently set forth that it may accomplish still greater good by a more extensive knowledge of its purposes, which are, "to provide a temporary home for destitute and helpless women and children, to aid women and girls out of employment in finding suitable work, and also, as soon as practicable, to give free instruction in industrial pursuits, thereby enabling such persons to become self-supporting and useful."

Any person may become a member of this Association by paying the sum of one dollar annually. The payment of twenty-five dollars at any one time, shall constitute life membership. The officers of the Home consist of a President, two Vice-Presidents, a Secretary, Treasurer, twenty-four Managers, and an Advisory Committee of seven gentlemen, who shall be chosen annually, and who shall, together, constitute a

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Board of Managers, five of whom shall form a quorum. The present officers are: Campbell Wallace, President; Mrs. W. H. Tuller, 1st Vice-President; Mrs. James Jackson, 2d Vice-President; Mrs. B. Mallon, Secretary; D. Mayer, Esq., Treasurer. Advisory Board: J. F. Burke, Dr. S. Hape, B. Mallon, S. M. Inman, W. R. Brown, J. C. Kimball, W. Goodnow. Board of Managers: Mrs. E. Y. Hill, Mrs. J. H. James, Mrs. Geo. Sharpe, Mrs. C. Peeples, Mrs. Paul Jones, Mrs. J. S. Oliver, Mrs. R. J. Godfrey, Mrs. J. H. Flynn, Mrs. W. A. Rawson, Mrs. B. A. Pratt, Mrs. R. A. Anderson, Mrs. S. J. Hine, Mrs. J. M. Alexander, Mrs. G. W. D. Cook, Mrs. W. B. Lowe, Mrs. R. F. Maddox, Mrs. C. H. Milledge, Mrs. A. B. Sharpe, Mrs. W. C. Morrill, Mrs. L. M. Rigdon, Mrs. O. C. Carroll, Mrs. Geo. Boynton, Miss M. Dunwoody.

The Society for the Prevention of Cruelty to Animals was organized in 1876 by Miss Louise King, of Augusta, aided by a lady noted for her charitable works, Miss Nellie Peters, now Mrs. Geo. R. Black. Under its operations several prosecutions have occurred, leading to improved treatment of dumb brutes; and drinking fountains have been erected through the city for their benefit—the largest one being the present of Hon. John P. King, the distinguished president of the Georgia Railroad.



For several centuries the progress of the printing art has been both a great indicator and powerful promoter of national and local prosperity. One has only to glance at a book or college catalogue issued from the Franklin Steam Printing House of Atlanta, to ascertain how near perfection this art has been brought. The Franklin Steam Printing House became, in 1873, the property of Jas. P. Harrison & Co.—Jas. P. Harrison, Z. D. Harrison, J. H. Estill, of Savannah, and J. W. Burke, of Macon—and rapidly assumed mammoth dimensions. Under the business management of Jas. P. Harrison, the superintendence of John S. Prather, and the thorough book-keeping of Geo. W. Harrison, men unsurpassed in their departments, the Franklin has grown until it has become the largest printing house of the South. A half dozen journals and magazines, besides the regular job and book work, are issued from its presses. Its business extends throughout this and many of the neighboring States, and now embraces the official printing of the State government, by action of the Legislature. Such a house, giving the year round employment to fifty odd men and women, with a large invested capital in its business, and with a heavy patronage from abroad, is a blessing to the city, and contributes largely to its prosperity. It is consequently very popular.

But no greater progress was made anywhere than in the acquisition of valuable citizens ; a fact which the author desires to keep always prominently in view. Among them may be mentioned J. W. Rankin, who came from Macon in 1875, to manage the great wholesale drug house of Hunt, Rankin & Lamar, and N. P. T. Finch, of the *Atlanta Constitution*, gentlemen who may be cited as representatives or types of the substantial and worthy men won by Atlanta in late years.

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## CHAPTER XVII.

### ATLANTA OF TO-DAY.

The general outline given of the history of the city furnishes, for all practical purposes, a sufficient insight into its leading events, causes of growth and rapid progress, into the story of its birth, babyhood, development, depopulation, destruction and splendid resurrection. The record, however, would be incomplete without a review of its present proportions, its prospects or probable future as based upon the facts of the present, and its advantages both as a place of residence and of business. The chapters immediately following will be devoted to a delineation of "Atlanta as it is," by a brief glance at

its present population, business institutions and financial condition.

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## CHAPTER XVIII.

### POPULATION AND CHARACTER.

Atlanta is now considerably the largest city in the State. Its population proper is something over 35,000; but the immediate suburbs will swell this figure to the neighborhood of 40,000.

This population is chiefly composed of the mercantile and mechanic classes, as will fully appear in the consideration of its business and industries. All honorable avocations and pursuits, however, have numerous and ardent followers—the literary or professional man, and the humblest day-laborer, toiling side by side in the busy hive of this great young city. This is the only class distinction existing. Similar pursuits engender mutual sympathies and tastes, thus bringing men into closer association. Beyond this, there is no city in this or any other country more free from the domination of *caste*; admission to society is based upon character alone. This statement no one with any knowledge of the facts will call in question. There is another somewhat kindred characteristic of its people. Atlanta is famous for its metropolitan spirit.

All men are welcome, and eagerly welcomed to our midst—capitalist or laborer, the seeker after a home or employment—objection is made only to *drones*. This metropolitanism is the result of public spirit and the mixed elements of its population. Public spirit fosters every source of increased population or business, and the varied classes and nationalities into which its people are divided, creates sympathy and kindness to all men of whatever name or pursuit. The stranger, on his part, finds congenial occupation and society.

The population contains representatives of many nations; English, Irish, German, Italian, and French being the most numerous.

A nervous energy permeates all classes of the people, and all departments of trade, and the spirit of enterprise never sleeps.

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## CHAPTER XIX.

### ANNUAL BUSINESS.

The combination of enterprise and superior commercial facilities has made Atlanta the supply market of a gradually widening area of country. Its wholesale business and manufactures now penetrate all surrounding States, and, frequently, into sections beyond. Some indications of the

extent and the superior sweep of its trade is found in the official statement, that there is, in weight, more original mail matter handled in the Atlanta post-office than in the post-office of any other Southern city—excelling even New Orleans; the statement also showing this other remarkable fact, that, in the weight of original mail matter, there are only fifteen cities in the United States ahead of Atlanta. Its great factories and mammoth wholesale establishments are not surpassed in capacity anywhere in the entire South. There is not a want of society, or of trade, which it can not, or does not, supply. The sales of the last year were about \$35,000,000.

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## CHAPTER XX.

### THE COTTON TRADE.

Passing allusion was made to the sudden growth of the cotton trade, which has now become one of the city's strongest supports. Ten years ago Atlanta was not even recognized as a cotton market. The receipts, in 1867, were about 17,000 bales. A few years later the receipts began steadily increasing, reaching 20,000 bales, then 32,000, then 55,000, then 65,000, and, this year, will foot up near 90,000. Not recognized as a cotton market ten years ago, Atlanta is now

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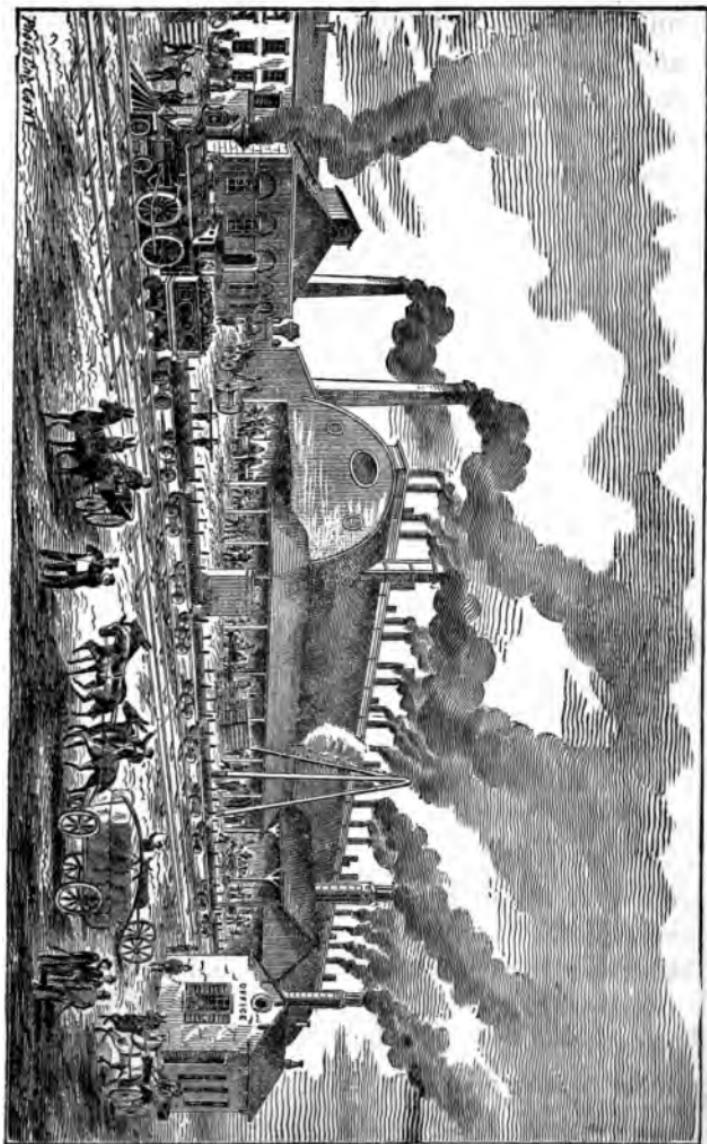
the third largest interior receiving point in the South. These facts, alone, would justify the statement, that, in a few years, Atlanta will handle 150,000 bales annually. But there are other reasons for the statement. The section immediately tributary to Atlanta is constantly enlarging, both in area and production, and the city is, every year, acquiring greater facilities for the trade, in the way of large compresses, low freights, and through bills of lading to Liverpool. It has, also, the needful capital and men. One firm, that of S. M. Inman & Co., has handled, the present year, nearly sixty thousand bales of cotton—the largest business done by any firm of interior buyers in the South, and is only excelled by a few houses in the ports of the United States.

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## CHAPTER XXI.

### MANUFACTURES.

Among the many interests which, since the close of the war, have experienced new life, and great development, is that of manufacturing; indeed, so great has been the progress, that Atlanta is now, unquestionably, the leading manufacturing city of the State, in the variety and value of its manufactures. Manufacturing establishments are numerous, and include rolling



Atlanta Rolling Mill.

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mills, foundries and machine shops, agricultural and terra cotta works, ice factories, paper mills, tobacco factories, candy and cracker factories, and a recently erected cotton factory. The manufacture of agricultural implements was last year begun on a mammoth scale, thus adding a new industry to those already existing.

The Atlanta Rolling Mill employs some three hundred hands, and the annual sales of its products exceed a half million dollars. It is now in successful operation, under the superintendency of Mr. William G. Goodnow.

There are several foundries and machine shops, exclusive of those of the different railroad companies. Prominent among these are the machine works of E. Van Winkle, which furnish cotton presses, saw and cane mills, and agricultural machinery in general. The cotton press and cotton gin feeder, known as Van Winkle's, have a wide reputation.

One of the new and greatest manufacturing industries of Atlanta is that of the Terra Cotta Works, established by E. Pelligrini. Artificial stone is made, which, to a very great extent, serves all the purposes of the natural stone. Ornamental work for buildings, such as cornices, window caps, and sills, and the like, is largely manufactured, and may be seen upon our prominent business structures and private residences.

Terra cotta vases and ornamental articles, for halls and gardens, are among the varied products.

The manufacturing of candy and crackers has grown into tremendous proportions, and supplies a wide section of country. The manufacturing establishment of Jack & Holland is well known in this and surrounding States.

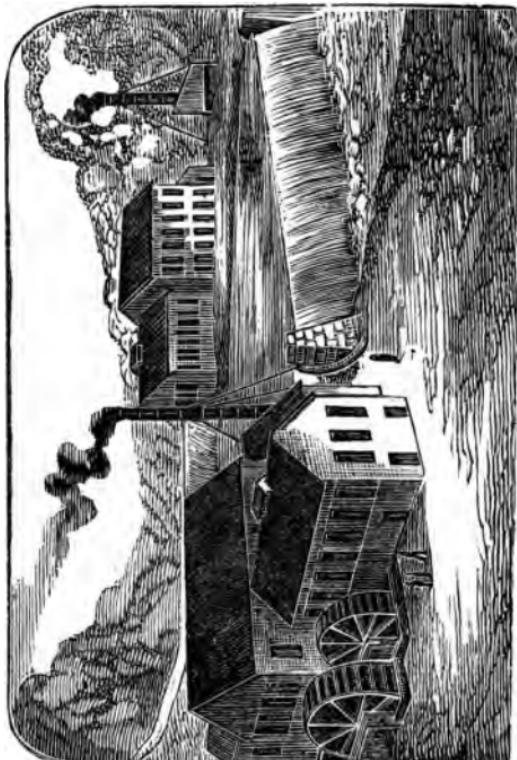
There are, at least, a half dozen carriage factories, among which may be mentioned those of Spence & Jarvis, John M. Smith, and W. K. Booth.

There are two paper mills. The Sugar Creek



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Mills, of William McNaught & Co., manufacture nearly a half million pounds per annum, and supply journals as far distant as New Orleans, and other cities of the South and West.



Sugar Creek Paper Mills of McNaught & Co.

A cotton factory has recently been built, and is supplied with ten thousand spindles, and all necessary machinery. When cotton-spinning in the South is spoken of, the State of Georgia

comes to the front as the leading Southern State in this department of industry. People, however, are inclined to look upon Augusta and Columbus as our manufacturing centres. It is not generally known, that in Atlanta, and within a radius of twenty miles around this city, there is cotton machinery having a capacity to spin from eight to ten thousand bales a year. This is about what Columbus consumes, and half as much as Augusta.

Besides this, there is a shoal on the Chattahoochee, within a very few miles of the city, where it is contemplated soon to make large preparation for machinery, in the way of a dam and canal, which will give a water power almost, if not fully, equal to that of Columbus or Augusta. It is confidently expected that within a few years there will be several mills erected at this point, and that Atlanta will have more spindles in its vicinity than any other city in the State.

To sum up without further detail, it is safe to state that the manufactured products of Atlanta amount annually to five millions of dollars, and give employment to several thousand hands.

## CHAPTER XXII.

## THE WHOLESALE TRADE.

Within the last five years the wholesale trade of Atlanta has assumed enormous proportions.

In dry goods alone the annual sales now swell to nearly *ten millions* of dollars. Our leading houses, such as M. C. & J. F. Kiser & Co., Moore, Marsh & Co., and Silvey & Dougherty, in the amount of capital invested, and the mammoth proportions of their business, are not excelled south of Baltimore. Take, for instance, the first mentioned house, M. C. & J. F. Kiser & Co. They occupy an entire building of four floors, including basement. In these four stories is gathered a little world of dry goods, in all varieties, and of articles connected with that trade. A purchasing merchant could not call for an article which would not instantly be forthcoming. Their annual sales will not fall far short of one million dollars. They have recently supplied the building with a hydraulic elevator running from basement to roof.

The wholesale grocery business almost rivals that of dry goods, the annual sales amounting to but little less. The remark touching the ability of our dry goods houses, can be equally applied to our wholesale grocers, such as Jas.

R. Wylie & Co., G. & P. T. Dodd & Co., A. C. & B. F. Wylie & Co., and Fuller & Smith.

Atlanta is becoming one of the best fruit markets, rivalling even the seaboard cities in foreign fruits, and surpassing them in all domestic ones. The great wholesale fruit and



Fuller & Smith, Wholesale Grocers.

produce house of Atlanta is that of W. F. Stokes & Co. Their business reaches great proportions, often embracing car-loads at a time, or a thousand bunches of bananas. Their last season's sales were several thousand barrels of

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apples, 300,000 oranges, 30,000 cocoanuts, several thousand barrels of seed potatoes, and other fruits and vegetables proportionately.

The hardware trade is very large—the business of McNaught & Scrutchins, T. M. & R. C. Clarke & Co., Tommey, Stewart & Co., and Morrison, Bain & Co., (a full blooded Scotch firm,) extends into four or five States.

The wholesale trade in wines and liquors is very large. One of our houses, Cox, Hill & Thompson is now erecting a handsome new building for the accommodation of enlarged business.

The trade in drugs is growing. The sales last year exceeded six hundred thousand dollars. Hunt, Rankin & Lamar is a representative firm.

These details will suffice to convey an idea of the immense expansion of the wholesale business in Atlanta.

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## CHAPTER XXIII.

### ATLANTA AS A RETAIL MARKET.

As New York is famous for the splendor and magnificence of its retail stores, so is Atlanta. In consequence, its retail business is correspondingly great and growing, attracting from a distance thousands of people desirous of availing themselves of the economy and choice obtain-

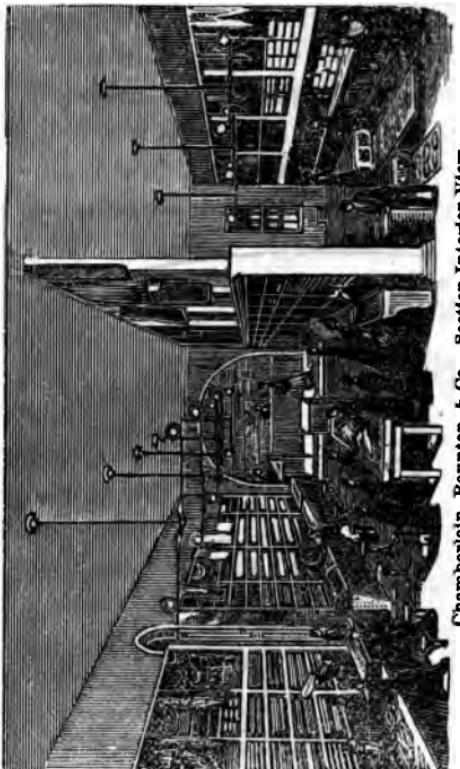
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able in the selection of family supplies from immense and brilliant stocks. John Keely and Chamberlin, Boynton & Co. are to Atlanta what Stewart and Lord & Taylor are to New York. The carpet store of W. A. Haygood is exceedingly attractive in its rich displays of carpetings,



tapestries, window hangings and kindred furniture.

Thousands of strangers make annual pilgrimage to Atlanta to visit these stores, which are marvels in the beauty, richness and variety of their goods. There are other popular dry goods



Chamberlain, Boynton & Co.—Section Interior View.

houses, such as A. O. M. Gay's, and indeed no city, not excepting New York itself, offers a more inviting retail market to the purchasers of family or individual supplies.

The jewelry business has had undue stimulation, and heavy failures

have occurred. But there is one great jewelry establishment which remains as it started in the early days of Atlanta—the old "Reliable" of Er Lawshe.

Miller & Co. have opened a wholesale and retail salesroom for the silver plated ware, bronzes and other goods of the Meriden Brittania Co.'s, who are among the largest manufacturers of silver plated ware in the world.

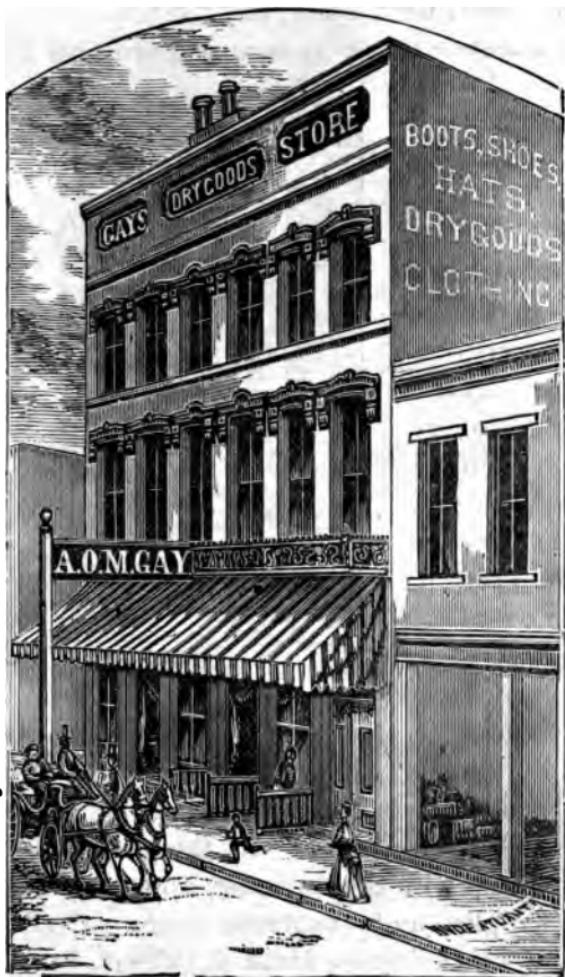
Our retail grocery business is good and full of enterprise, as illustrated by John T. Hagan, on Whitehall st. There is a feature in the retail grocery business of Atlanta which also reminds one of New York, and is the outcome of the growing, metropolitan proportions of the city. In all the great cities, neighborhoods

Hagan's Carpet Store.



and main streets have their family stores for household convenience. In this particular Atlanta is up with the foremost, and can boast of well supplied and prosperous stores. On Marietta street, Simmons, Hunt & Gilbert, Fuller & Doolittle; on McDonough street, Joseph Smith.

Besides, the country retail trade by wagon, of produce, such as chickens, butter, eggs and fresh



vegetables, is equal to the demand, and at ruling prices cheaper than in the *neighboring country*

*towns.* So it will be seen that the retail business is on a scale of management and progress simi-



lar to that of the wholesale, and is inviting equally to the residents and the shopper from a



distance, and may be ranked as one of the inducements to life in Atlanta.

## CHAPTER XXIV.

## MISCELLANEOUS BUSINESS AND ENTERPRISES.

One of the remarkable features of Atlanta's progress is the universality of its development. The process of constant and rapid expansion is not confined to one or a half dozen industries and business interests, but extends to every department of commercial enterprise. A reference to facts will substantiate this statement.

The horse and mule trade has grown steadily until Atlanta is about the sixth wholesale market in the United States. Sales of live stock last year exceeded one million dollars. From our leading live stock and livery men, O. H. Jones and Clint Taylor, the information is had that the trade shows considerable improvement thus far the present year.

The trade in tobacco and cigars is one of the largest in the city, amounting annually to about two and a half millions of dollars. The superiority of Atlanta as a tobacco market is partly owing to the fact that in the summer our climate is a better preservative than that of any other large city in the South, save Richmond. This fact is stated by Howard, Wood & Co., and other leading dealers, and cannot be refuted.

The crockery trade is increasing. Such a house as that of A. J. McBride & Co., can supply any wholesale and retail demand whatever.

The trade in house-furnishing goods is excellent, and there is a number of first class establishments. Hunnicut & Bellingraths, Stewart & Fain, J. T. Eichberg, and J. Warlick & Sons, are prominent houses. The first named firm



has just erected for their business one of the handsomest three story structures in the city.

No better market can be found than Atlanta for the procurement of books, stationery and musical instruments, the most famous pianos and organs, Knabe, Chickering, Weber, Estey, Mason & Hamlin, and others. Phillips & Crew, Burke & Hancock, J. & S. P. Richards, Lynch &



opened on Broad street a wholesale and commission store for grain and provision supplies.

The Georgia farmer can obtain from the factories and warehouses of Atlanta anything needed to conduct his agricultural operations, from a cotton gin to a garden hoe.

Thornton, are our book and stationery houses; Phillips & Crew and G. P. Guilford are dealers in musical instruments.

Burke & Hancock have recently opened a retail book store, apart from their wholesale house.

Simons & Lee, two active young merchants, have recently



The agricultural warehouse of Mark W. Johnson is one of the largest and finest in the South.

The fire insurance business is largely in the hands of W. P. Patillo, who represents the *Ætna*, of Hartford, Georgia Home, of Columbus, and



The Atlanta Nurseries.

a host of other excellent companies. Jas. H. Low & Co. are building up an excellent patronage. One of their companies, the Fire Association of America, has cash assets of \$3,788,000. The city is well insured.

The nursery business is extensive, permeating the South and West. In 1868 the Atlanta nur-

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series were growing about thirty thousand trees, principally fruit; up to last year the number had increased to *five hundred thousand*, evergreens and roses becoming a prominent feature. Ten thousand feet of lumber was used last season by these nurseries for shipping cases, and probably an equal amount of packing was done in bales. The freight paid to one railroad line alone exceeded twelve hundred dollars. The nursery grounds are just outside the city limits, but the main office is in the city, from which local and transient trade is supplied. These nurseries are the property of M. Cole & Co. (Moses Cole and Campbell Wallace).

The business in doors, sashes, and blinds has grown extensively. W. G. Ashley is at the head of it.

The building business is, of course, a most prosperous one. J. C. Peck erected the Kimball and Markham houses both, and has built many of the leading structures in the city.

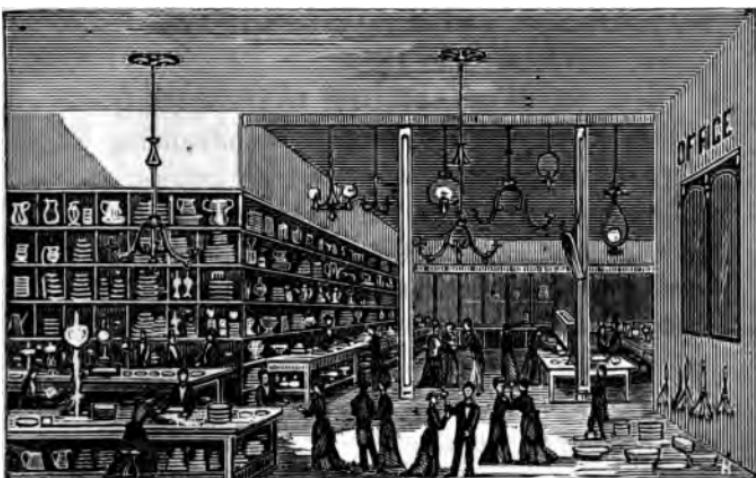
The printing business has developed into great proportions. Religious, political, agricultural, literary and medical journals are published. The city has, in the daily *Constitution*, a first-class political journal, equal to that of almost any city in the South. It is under the management of a publishing company, of which Albert Howell is the President, W. A. Hemphill,



McMillan & Snow, Grocers.



Moore's Business College.



McBride's Crockery Store.

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Business Manager, E. P. Howell and N. P. T. Finch, Managing Editors. The *Sunny South*, a literary journal of great excellence, is published by Mr. John H. Seals, and edited by Mrs. Mary E. Bryan. The *Christian Index*, the organ of the Baptists of Georgia, is published by the Christian Index Company, under the editorship of Rev. David E. Butler. The *Georgia Grange*, the official organ of the Patrons of Husbandry, and farmers' journal, is issued weekly by the Georgia Grange Publishing Company.

Of job offices, Atlanta has a goodly number of most excellent ones, of which may be mentioned the Franklin Printing House, Dodson & Scott's, and the Constitution. The firm of Dodson & Scott, composed of W. H. Scott and W. C. Dodson, a practical printer of long experience, was formed in 1876.

These details are sufficient to show the truth of the statement that Atlanta is advancing in every commercial interest and enterprise, and is therefore a general market, unsurpassed for the supply of every article needed by the professional, the merchant, the mechanic, and the husbandman.

## CHAPTER XXV.

## BANKING CAPITAL.

In speaking of the commercial crisis, it was stated that not a single bank in Atlanta was overwhelmed. This fact proclaimed volumes in praise of their management and solid status. It has also appeared that new banks have been organized. That an idea may be had of Atlanta's strength in the way of banking institutions and capital, the leading banks, together with some of the prominent business men and capitalists in their management, will be noted:

The Atlanta National Bank, with that great financier at its head, President A. Austell, leads off, with a capital of \$200,000. Among the Directors are such men as W. B. Cox, W. J. Garrett, S. M. Inman and R. H. Richards. The Merchants' Bank of Atlanta, formerly State National Bank, has a capital of \$200,000. Campbell Wallace, a distinguished ex-railroad manager and capitalist, is the President, and W. A. Moore, senior member of the great house of Moore, Marsh & Co., is Vice President, and among the Directors, and other officers, are Jas. R. Wylie, J. H. Porter, Ben. E. Crane, Clinton I. Brown and G. W. Clayton. This bank is now erecting a handsome building of its own



Residence of F. M. Coker, Esq., Washington Street.

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on Alabama street. The Atlanta Savings Bank of Georgia, has a capital exceeding one hundred thousand dollars; S. B. Hoyt is the President, and S. J. Hill is the Cashier. The Citizens' Bank of Georgia has for its President, W. C. Morrill, Treasurer of the Western & Atlantic Railroad, and for its Cashier, Perino Brown, a gentleman of long financial experience, and has, among its Directors, some of the strongest men in wealth and character in the community, such as W. A. Rawson, George Winship, John Stephens, J. S. Crichton, William Goodnow and Louis Gohlstin. It has a capital exceeding \$125,000. The Georgia Banking & Trust Co., has a capital of \$125,000; T. R. Tommey, of Tommey, Stewart & Beck, is President; J. M. Patton, Cashier, and among the Directors are J. H. Mecaslin and W. P. Pattillo. The Bank of the State of Georgia has a cash capital of \$155,000. F. M. Coker is President, and W. L. Peel is Cashier; T. J. Healy and E. W. Marsh are among the Directors. The State Saving Bank has a capital of \$50,000; Dr. G. W. Handy, of the National Surgical Institute, is President, and W. W. Bell, Cashier. The Georgia National Bank, has a capital of \$100,000; E. L. Jones is President. The private Bank of John H. James has a large capital, and a large property behind it. In these banks we have a bank-

ing capital exceeding *one million dollars*, and, in the management of it, those whose abilities and character guarantee a safe handling of the financial interests of Atlanta.

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## CHAPTER XXVI.

### RAILROADS.

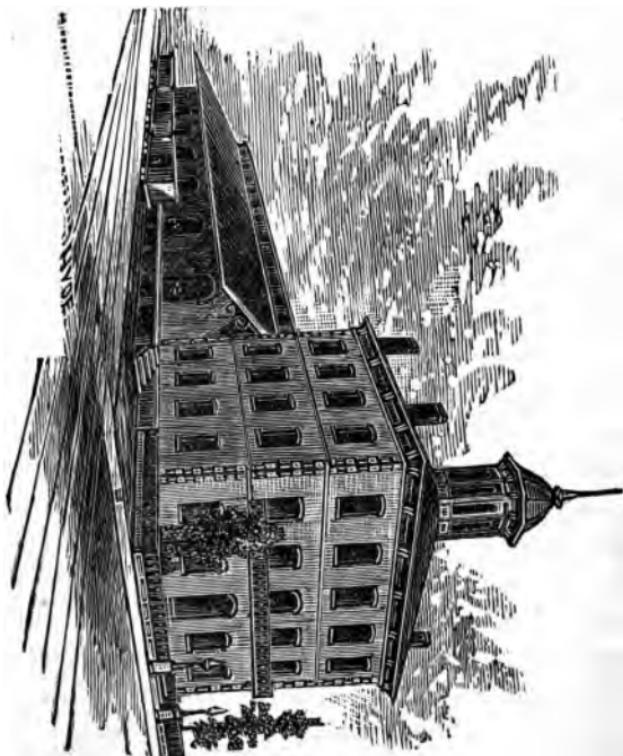
Atlanta is frequently called the "Gate City." The origin of the title dates back to 1857, in the summer of which year, the Mayor of Memphis, with a number of ladies and gentlemen, on their way to Charleston, with water from the Mississippi river, to be mingled with the water of the Atlantic, passed through Atlanta. They had a cordial reception and collation, and passed on, accompanied by Mayor Ezzard, and ladies and gentlemen of Atlanta. In Charleston they had a royal time, a big banquet, and fine toasts. The sentiment prepared for Atlanta, denominated it the Gate City, signifying, that to reach the West, from the sea board, or the sea board from the West, the way passed through Atlanta, which was thus the Gate. If that was true on the completion of one line, how much more so is it, when the railway lines radiate to every point of the compass, making Atlanta, indeed, the "Gate City" of the South.

Its railroad system may now be termed per-

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fect. To its railroads, the natural advantages of location, and the character of its people, Atlanta owes its prosperity, and with these three things kept distinctly in view, and well understood, its growth is fully explained.

Georgia Railroad Depot



From the operations of such causes, a great city was the necessary consequence. There is another consequence still, and that is the assured continual growth of the city, for many

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reasons, two of which only need be mentioned. Along these railroads, the country is constantly developing, and their increased productions are swelling the trade of Atlanta, and secondly, every branch road tapping these lines, or every road connecting with them, within a radius of a hundred miles or more, will only add to the country tributary to Atlanta, because of its overwhelming advantages in competition.

Atlanta has five roads, all links of great trunk lines, traversing the country in every direction, and they make Atlanta the centre of a very net work of railways. The Western & Atlantic Railroad stretches toward the West, connecting with the railroad lines to the North; the Atlanta and West Point Railroad making direct communication with the Southwest; the Central, formerly the Macon and Western road, leading to the Atlantic coast and the South; the Georgia Railroad, stretching to the east, and Air Line Railroad running directly northward. For all the purposes of speedy transportation, commercial intercourse, and accessibility to and from every section, the railroad facilities of Atlanta are certainly perfect.

Several of these roads have very fine freight depots and round-houses. The Georgia railroad, under the management of President John P. King and Superintendent S. K. Johnson, one of

the best running and best paying roads in the South, has recently erected a handsome new brick depot.

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## CHAPTER XXVII.

### PUBLIC ACCOMMODATIONS.

Incidental mention has been made of the accommodations for the public in hotels, railroads, and other facilities for the transportation and comfort of guests. The street railway, traversing the principal portions of the city, as shown in the map, was built a few years since, and is one of the best lines in the United States. The various railroads going out of the city are splendidly equipped, running sleeping and parlor cars, and numerous trains a day. The Western & Atlantic Railroad, under the management of President Joseph E. Brown and Superintendent William MacRae, has no superior in the United States. Several of the roads, as the Georgia, run accommodation trains to a distance of forty or fifty miles from the city every morning and afternoon. The hotels are not surpassed. The Kimball House, kept by G. McGinley, (proprietor, before the war, of the Trout House) is grand in its appointments; and the Markham House, under J. E. Owens, is as popular as its manager. Comfortable smaller hotels, on a less

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expensive scale, invite the public patronage, such as the Wilson House, by J. L. Keith.

The Southern Express Company's business is



Office of Southern Express Company.

under the management of W. H. Clayton, superintendent, and W. W. Hulbert, agent. This company is, of course, amply prepared to meet all demands upon it.

## CHAPTER XXVIII.

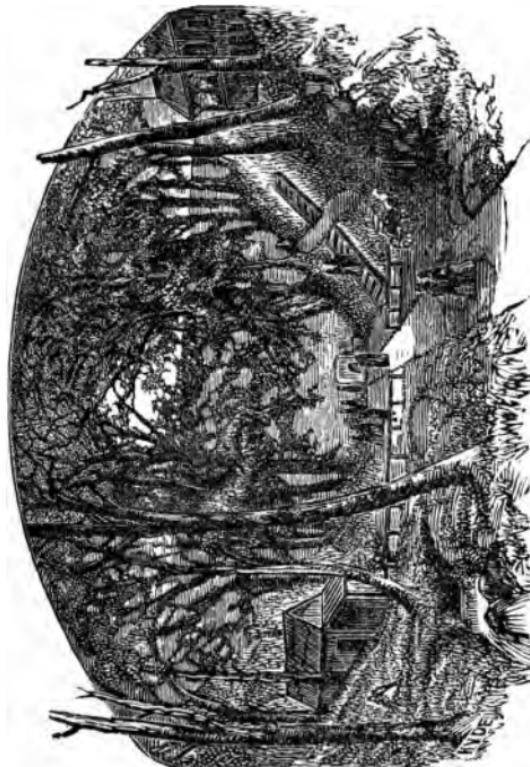
### HEALTHFULNESS.

The subject of this chapter is always a gratifying one to the denizens and friends of Atlanta, for, in the matter of healthfulness, no superiority is granted to any city or clime. This is one of the greatest attractions, and proudest distinctions, of the Gate City. Its healthfulness is so great, and its climate so delightful, that it is acquiring a national reputation, as a place for permanent residence, or of summer resort, for invalids.

This healthfulness is the result of numerous causes, and one of their causes is its altitude. The city has an elevation of one thousand and fifty feet above the level of the sea, and lies, if not upon the mountain top, on mountain ridges, from which waters flow freely, creating a natural drainage, or sewerage, and preventing stagnation. Its mountain breezes make a pleasant summer temperature, while its southern locality prevents winter's severity.

The head spring, or source of South river, is in the marshy underground, southwest of the general passenger depot, and South river is the principal tributary of the Ocmulgee, which emp-

ties into the Atlantic ocean. Walton spring, in the northern half of the city, sends its stream to the Chattahoochee, which flows into the Gulf of Mexico. Atlanta, therefore, lies upon the



Ponce De Leon Springs.

high dividing ridge between the waters of the Gulf and the Atlantic.

Previous to the introduction of water works, the streets and sewers of the city were washed

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out and cleansed by a good rain. Malarious fevers, the curse of low regions, and epidemics, the terror of the sea-board, are, of course, unknown.

But these healthful elements have their culmination in the recently discovered existence of numerous mineral springs of great excellence within the city and suburbs. The mineral properties of these springs, are unquestioned—as their waters have been chemically analysed. An analysis of one, the Atlanta Mineral Spring, running several gallons per minute, contains, among its solid ingredients, proto-carbonate of iron, suspended in carbonate acid gas, sulphate of magnesia, (Epsom Salts,) sulphate of soda, (Glauber's Salts,) and chloride of sodium. The analysis was made by one of the most distinguished chemists of the South, Prof. Means, of Emory College, who, on the strength of it, asserts the excellence of the water, for general debility, dyspepsia, torpidity of the secretory functions, and kindred diseases. Experience, also, establishes the same, and remarkable cures might be instanced. Ponce de Leon, and West End springs, have been similarly tested—so that Providence has even blessed the city with great natural remedies, or restoratives, as a guarantee of the health already insured by the requisite natural conditions.



## CHAPTER XXIX.

### THE SOCIETY.

As the first, hardy, practical population of Atlanta paid little attention to architectural beauty or the esthetics, there was little cultured society among a people composed, mainly, of rough laborers and uneducated business men. This was an obstacle that time only, and a considerable period at that, could remove. But, as population flowed in, bringing men of skill and genius in the various departments of labor, and men of talent and education in the professions and business avocations, a change began. Meantime, the original inhabitants were improving, through the influences of prospering circumstances, the refining contact with cultivated men, and the educating associations of a growing city. To be brief, the result was the gradual formation of a splendid society, which, for brilliancy, accomplishments, and refinement, is not easily excelled. Such a society is but the combined result of association between men and women of learning, skill, and culture in the professions, the avocations of business, and the industrial pursuits—the intercourse of science, art, literature, and religion. If this be true,

what city is richer in the elements of a splendid society, than Atlanta? Its lawyers and physicians stand at the head of their professions; our musicians are famous for their accomplishment; our literati rank among the best; our merchants are princes of success; and our mechanics evince the highest skill. In a subsequent edition of this work, mention will be made of some of the men and women who are, at one and the same time, the constituent elements, and the ornaments, of Atlanta society. As the Atlanta Bar has its Bleckley, now gracing the highest judicial bench of Georgia, and the medical profession its Logan, so will there be found shining representatives in the ranks of the authors, artists, merchants, and mechanics of Atlanta. In the ensuing chapter will be shown the facilities for culture existing in Atlanta.

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### **CHAPTER XXX.**

#### **EDUCATIONAL SYSTEMS, SOCIETIES AND INSTITUTIONS.**

Atlanta is well supplied with numerous and varied means for the education and development of both mind and body. The educational systems by schools have been previously described.

Among the societies and institutions for intellectual culture, through the dissemination of

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general knowledge, individual and collective exercise, and mutual intercourse and instruction, is the public library, of which much has already been said. The Young Mens' Library Association has a splendid hall, about six thousand volumes, and an invested or building fund of five thousand dollars, and a membership ramifying all classes of the people. It is a source of incalculable good, and is firmly established.

The musical societies, whose object we have seen are immensely popular and successful, as demonstrated by their large membership. Through their efforts, supplemental to the regular schools and instruction, the musical society of Atlanta is attaining, if it has not already attained, the first rank in the South. The Beethoven and Rossini concerts will compare favorably with professional renditions.

The Concordia, Turn Verein, and Liederkranz are societies organized among the German citizens, for literary, social, musical and physical exercise and entertainment.

Under the patronage of religious, literary and other societies, there are numerous instructive lectures upon literary, scientific, and other subjects, embracing an annual course of exceeding interest.

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## CHAPTER XXXI.

## RELIGIOUS INTERESTS.

In the noblest and most effective means of education and refinement, Atlanta is by no means

deficient. On the contrary, such has been the development of its religious interests, and their pre-eminence in the general progress, as to elicit the frequent appellation of the City of Churches. No community, of equal size, contains a larger number of church edifices, or more splendid ones in architectural proportions and interior appointments. It is well known



Trinity Methodist Church.

that there are divines in the city who have a national reputation, and are eagerly sought after

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by great and wealthy congregations in the large cities of the Union. The various religious sects are represented. The number of church edifices



Roman Catholic Church.

exceed forty, and are well filled upon the Sabbath day. Religious associations are numerous. Prominent among them, is the Young Men's Christian, of which Mr. W. A. Haygood is President. It is accomplishing great good.

In addition are numberless smaller organizations within the various church folds, such as

relief, sewing and other societies for the assistance of the poor, and their spiritual welfare.



**Hebrew Synagogue, 1876,**

## CHAPTER XXXII.

### BENEVOLENT INSTITUTIONS.

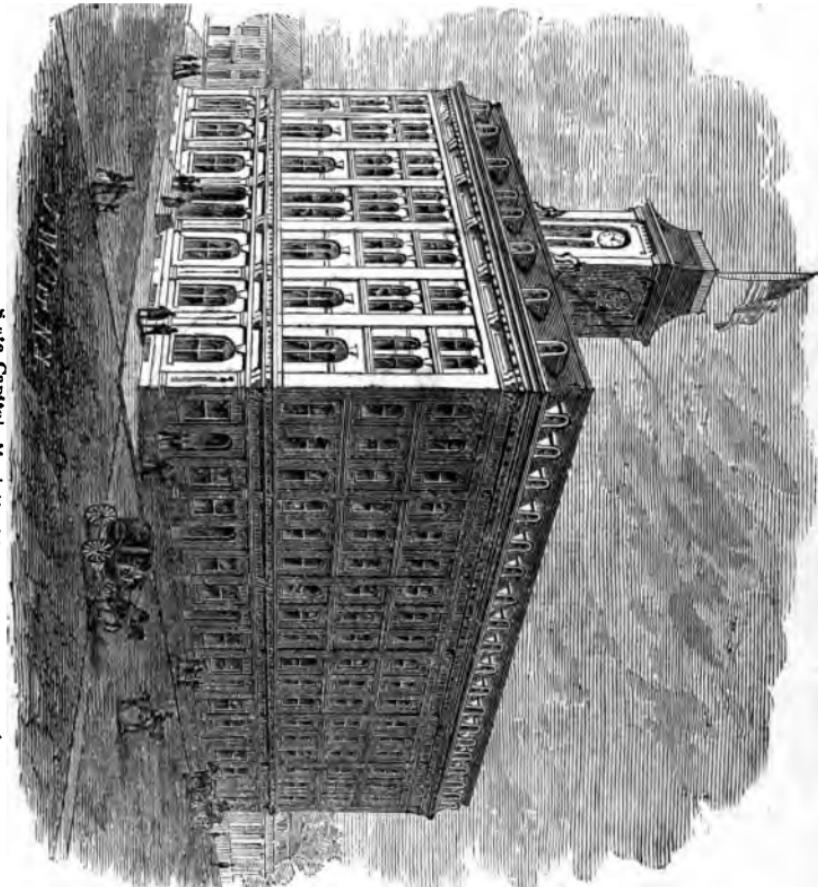
These are numerous, consisting of the Benevolent Home, the Hibernian, Hebrew Ladies' Benevolent, and a multitude of other organizations, benevolent in object, such as the Masonic, Odd-Fellows, Knights of Honor, Knights of Pythias, Order of Red Men, and Temperance. Allusion to them here is all that is necessary.

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## CHAPTER XXXIII.

### PUBLIC WORKS AND GROUNDS.

The public works and grounds consist chiefly of the City Hall and Park, the Water Works, Oglethorpe Park, or State Fair Grounds, the State Capitol, the Cemetery, Atlanta Post Office building now in process of erection by the United States Government, and McPherson Barracks for United States military quarters.



## CHAPTER XXXIV.

## ARCHITECTURE AND PLAN OF THE CITY.

In the fourth chapter of this history are par-



Residence of S. M. Inman, Esq., Peters Street.

tially given the reasons why Atlanta was not regularly laid out. The accompanying map of the city will show its very great irregularity.

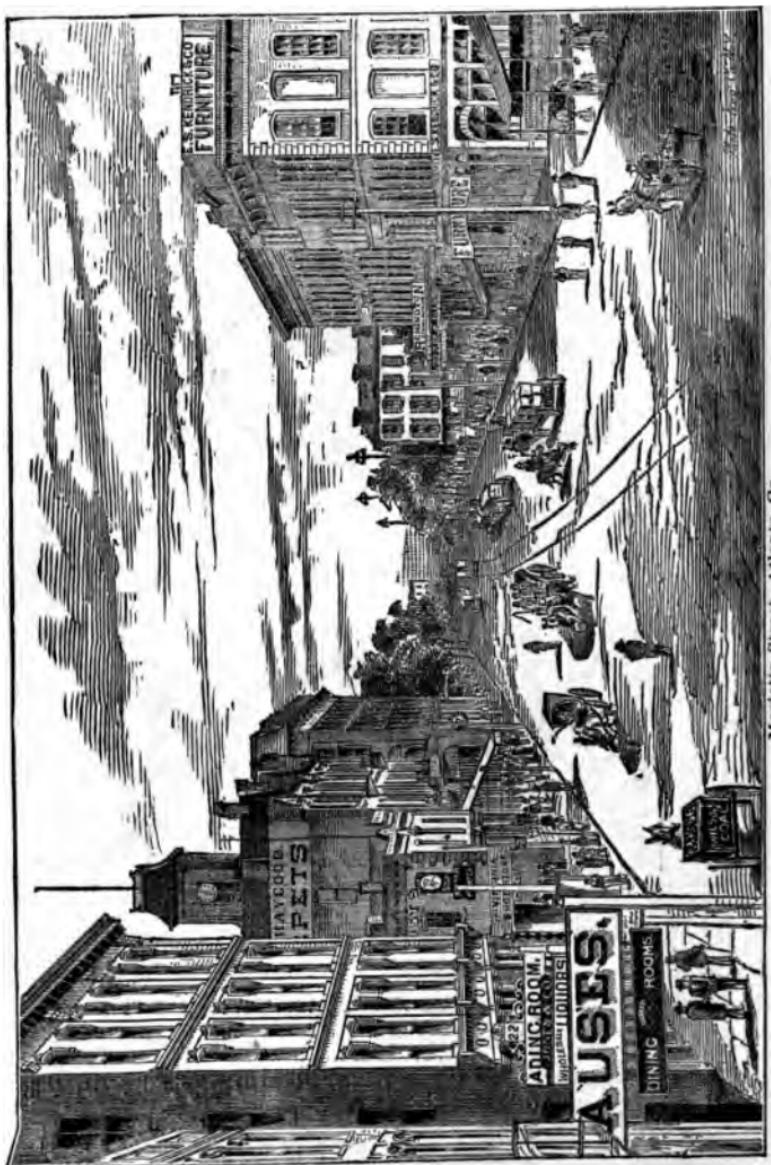
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But aside from the fact that this irregularity has its advantages, many streets have been straightened, and many excellent new ones made, so that Atlanta is not without excellence in this respect. But in the grandeur and beauty of its architectural proportions, it cannot be surpassed,



Residence of G. W. Harrison, Esq., Walton Street.

as the illustrations of this work will abundantly testify. To the architect, W. H. Parkins, is due a very large part of the credit for the architectural progress of the last decade. Such has been the revolution, in this regard, that the greatest



Marietta Street, Atlanta, Ga.

cities cannot point the stranger to public buildings, stores and residences, of more splendor



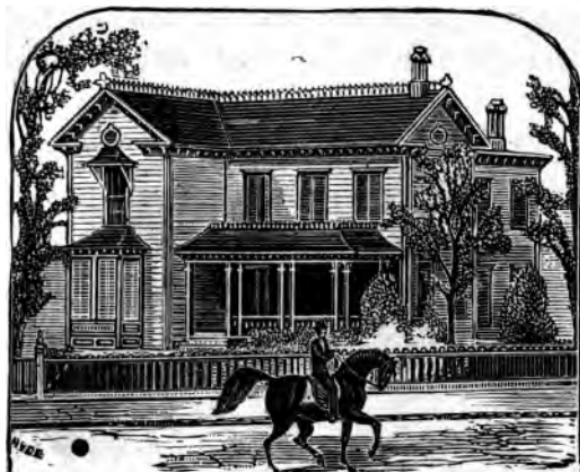
Residence of Judge George Hillyer.

or beauty of design. No city has handsomer cottages or mansions more palatial. As in-



Residence of Rev. W. P. Patillo.

stances of this fact, and of different styles of architecture, may be cited, in addition to those



Residence of J. M. Holbrook, Esq., Washington Street.



Residence of W. F. Cox, Esq., Peachtree Street.

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elsewhere, the Governor's mansion, residences of Hon. John H. James, Judge George Hillyer,

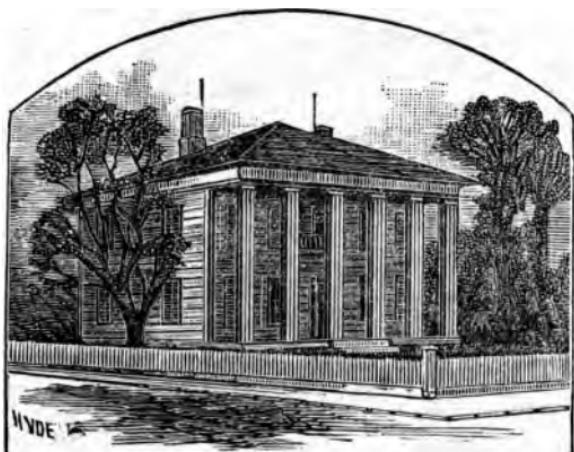
Suburban Residence of Wm. McNaught, Esq., Washington Street.



S. M. Inman, George W. Harrison, John M. Holbrook and F. M. Coker. The magnificence of our public buildings and hotels have been mentioned.



Residence of H. A. Fuller, Esq.



Residence of J. T. Glenn, Esq., Rawson Street.

## CHAPTER XXXV.

## MUNICIPAL GOVERNMENT AND FINANCIAL CONDITION.

The history of Municipal reforms in chapter fourteen discovers the general character of our city government. The prohibition of additional public debt, provision for constant reduction of present liabilities, security of the citizens against burdensome taxation, and efficiency in the administration and the execution of the laws, were set forth. The municipal government consists of a mayor and general council, which is composed of three aldermen and ten coun-



Er Lawshe, Jeweller.

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cilmen, who act as separate boards on all financial questions or appropriations of money. The mayor holds his office for two years, the aldermen for three, and the councilmen for two. But elections are held annually for one alderman, and one councilman from each ward, about one-half of the two boards going out every year. All are ineligible for the succeeding term. Public education, police government and public Water Works, are confided to separate boards with plenary powers.

The character of the government in connection with that of a people always public spirited, but never reck-

less, has made the financial condition of Atlanta one of its chiefest attractions, and superior to that of any Southern city; with



*Stewart & Fain.*

indeed few rivals on the continent. January 1st, 1877, the bonded debt was \$1,787,000. and the floating debt amounted to \$388,240,70 —making a total indebtedness of 2,175,240,70, of which \$400,000 are Water Works Bonds. The assets of the city, exclusive of railroad stock, amount to \$1,000,000. Under the operation of the charter, the floating debt is undergoing an annual reduction to the amount of one fourth of the tax on real estate, or about 50,000. The bonds, coupons and financial obligations of the city have always been met at maturity. The splendid financial condition of Atlanta, and the excellence of its municipal government, are facts beyond question.

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## CHAPTER XXXVI.

### COUNTY AND STATE RELATIONS.

The picture of any city's prosperity would be incomplete without some representation of its civil and geographical surroundings, so far as vital relations exist between them. It is, therefore, necessary to look briefly into the condition of Fulton county, of which Atlanta is the site. The State of Georgia, of which it is the capital, (though made so against the vote of the people,) is so prosperous that its financial credit is above par—some of its bonds commanding as high a

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premium as those of any State in the Union. It is, then, essential to consider Fulton county only, and that very briefly. It is almost sufficient to say that the tax for county purposes is the smallest in the State, with the exception of, perhaps, a half-dozen counties—the total county tax being only two mills, or one-fifth of a cent on one hundred dollars; the entire State and county tax amounting to only seven tenths of one cent. The county owes nothing, and has money in its treasury. This is a happy condition, enjoyed by very few counties in Georgia, or out of it. The credit for this state of affairs is due, in large measure, to the excellent management of county affairs by its officials. Judge Daniel Pittman is the Ordinary and chief administrative officer. A large part of the expenses is created by the courts, which have had greatly accumulated business from past troublous times; but much of this business has been disposed of. The Superior Court has in its newly-appointed presiding officer—Judge George Hill-yer—one who will rapidly dispatch business; and Judge Richard Clarke, of the City Court, disposes no less rapidly of criminals, as well as other business, to the great benefit of the people. The ministerial officers of these courts, such as sheriff A. M. Perkerson, deputy sheriff C. W. Wells, and others, are prompt in carrying judi-

cial orders and executions into effect. It is, therefore, probable that these courts will be less expensive in the future. The County Treasurer (C. M. Payne) states officially, to the grand jury, that the county tax will not be increased even if it is not reduced to a much smaller amount. Atlanta is, therefore, as fortunate and prosperous in its county and State relations, as it is in all other respects.

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## CHAPTER XXXVII.

### THE FUTURE OF ATLANTA.

The preceding brief reviews of Atlanta's population, institutions, business, facilities of trade, and healthfulness, while discovering the basis of its past growth and present prosperity, also demonstrates its continued progress in the future; for the same causes are operating, only upon a grander scale. The railway system is perfect, it is true, but the sections which they penetrate are constantly developing their resources, and Atlanta must grow with its tributaries. In addition to this, the combined power of superior facilities, increasing enterprise and skill, and the prestige of past success, is continually extending trade into new and more remote sections. The rapid developing of the manu-

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facturing interest, the social and healthful attractions of Atlanta for residence, the admirable character and excellent financial condition of the municipal government, and the considerations first noted, sufficiently assure constant future increase of population and business.



Residence of B. F. Wyly, Esq., Washington Street.

Especially, under such conditions, is such a result absolutely certain, when considered with reference to the character and past achievements of its people. What such a brilliant mind as that of Judge O. A. Lochrane, who has been chief Justice of Georgia, and as lawyer, orator and conversationalist, is ranked among

the celebrities of the Empire State, can accomplish in the fields of intellectual labor, the merchants and mechanics of Atlanta, can do, and have done, in their own spheres. An old and popular citizen of Macon writes to the author, that he expects to see the population of Atlanta 75,000 at no distant day.

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## CHAPTER XXXVIII.

### ADVANTAGES AS A PLACE OF RESIDENCE AND BUSINESS.

To the reader of this history it would be entirely unnecessary to recapitulate, under a separate head, the attractions of Atlanta. A brief summary, however, may suit the convenience of of some casual eye.

In seeking a home, the first inquiry concerns the healthfulness of the locality ; for herein lies the foundation of all prosperity, individual and commercial. Upon this point Atlanta challenges superiority. Its healthful climate, pure air and mineral waters, satisfy every enquirer. The second inquiry would concern occupation, or the investment of capital, and this inquiry is successfully answered by the rapid growth and increasing prosperity of the city. One or the other of these conditions must exist to induce

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a residence. In Atlanta they both exist in an eminent degree. The third inquiry would go to educational privileges and congeniality of society. In Atlanta are to be found excellent educational systems, and men of all leading political and religious views, of all honorable professions and occupations, and of English, German, Irish, and other national extraction. The fourth and last inquiry, though less important,



Residence of Ex-Mayor C. C. Hammock.

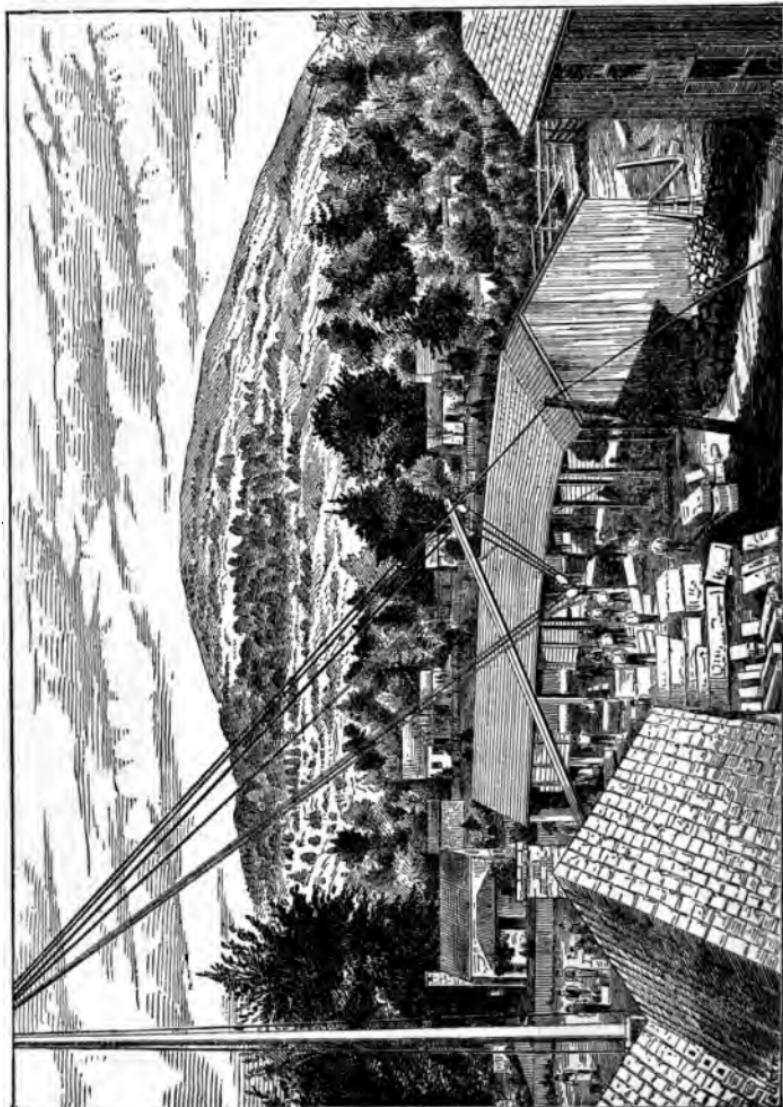
is nevertheless influential in some degree, and concerns accessibility and surroundings. Certainly, with lines of railway radiating north, east, south and west, and with surrounding country of the most interesting and varied character, the Gate City has no superior in this particular.

## CHAPTER XXXIX.

## SUBURBS AND SURROUNDINGS.

Accessibility has been mentioned as one of the special attractions of Atlanta. Twenty-four hours' travel will transport its citizens to the "Land of Flowers," the mountains of Virginia, the summer resorts of Georgia and other Southern States, and the sea-shore.

But the citizen requires not the intervention of the steam car, to gratify the eye or the taste in these particulars. Mountain scenery of a high order surrounds him. From a point on Peachtree, one of the most populous streets, on the right the eye can sweep across intervening valleys to the famous Stone Mountain, a solid mass of granite, rising to a height of twelve hundred feet; and on the left, to the northwest, loom up in plain view, among others, the Kennesaw Mountains, now historic as fiercely contested battle grounds of the civil war, and near which is a large National Cemetery for the Federal dead. These latter mountains are only twenty miles distant, while a two hours drive over a good dirt road will take us to Stone Mountain, a distance of sixteen miles. This mountain is not only a curiosity in itself,



**Kennesaw Mountain,** sixteen miles from Atlanta.

but in the processes of stone cutting by the Stone Mountain Granite and Railway Company, proprietors of this large mass of rock. From their granite quarries, under the superintendence of the company's agent, Mr. John Thompson, a large force of experienced and skilled workmen are constantly chiselling monuments, building and paving stones, and all other forms of granite in popular use, where durability and excellence are desired.

There are many interesting drives immediately around the city, through suburban villages, and rural districts of alternate farm and wood. The drive to Stone Mountain passes through Edgewood, Kirkwood, the home of Senator John B. Gordon, country residence of Governor Colquitt, and the beat of Kirkwood Academy, Professor Neal's boarding school for boys, possessing a State reputation, and through the town of Decatur, six miles distant. Another interesting drive is out McDonough street, to the great Atlanta Nurseries, a half mile beyond the city limits; and two miles further on to the splendid Water Works and lake. There, are other drives to the various mineral springs West End, ice factory on the Chattahoochee river, and other points.

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## RAILROADS.

For the information of the stranger, into whose hands this book may fall, as well as for reference by the citizens, a brief notice of the Railroads converging in Atlanta, and distances to various points are appended. Schedules are not given, for the reason that these undergo changes, and might, therefore, in a permanent publication mislead:

THE ATLANTA & CHARLOTTE AIR-LINE RAILWAY—G. J. Foreacre, General Manager; W. J. Houston, General Passenger and Ticket Agent. To Charlotte, Richmond, Washington, New York. Distances to stations between Atlanta and Charlotte, N. C., are as follows:

From Atlanta To—Goodwyn's, Ga., 10 miles; Danville, 15; Norcross, 20; Duluth, 25; Suwannee, 30; Buford, 35; Flowery Branch, 45; Gainesville, 55; Belton, 65; Longview, 70; Mount Airy, 80; Toccoa, 95; Tugalo, 100; Gilmer's, South Carolina, 105; Westminster, 110; Seneca, 120; Central, 135; Liberty, 140; Easley, 146; Greenville, 160; Greer's, 170; Wellford's, 180; Spartanburg, 190; Cowpen's, 200; Gaffney's, 210; Block's, 215; Whitaker's, North Carolina, 220; Kings Mountain, 230; Wooten's, 235; Wright's, 245; Garibolds, 250; Charlotte, 265 miles.

THE ATLANTA & WEST POINT RAILROAD has its office at 32 Loyd street, (Georgia Railroad Depot Building), John P. King, President; L. P. Grant, Superintendent; W. P. Orme, Secretary and Treasurer. The distances to points along the railroad are:

From Atlanta To—East Point, 6 miles; Fairburn, 19; Palmetto, 25; Powell's 33; Newnan, 39; Grantville, 51; Hogansville, 58; LaGrange, 71; Long Cane, 80; West Point, 86 miles.

THE GEORGIA RAILROAD & BANKING COMPANY has its office in the Freight Depot of the road, No. 32 Loyd street. John P. King, President; S. K. Johnson, Superintendent; E. A. Werner, Agent. The distances are:

From Atlanta To—Decatur, 6 miles; Stone Mountain, 16; Lithonia, 24; Conyers, 31; Covington, 41; Social Circle, 52; Rutledge, 59; Madison, 68; Buck Head, 76; Greensboro, 88; Union

Point, 95; Crawfordville, 107; Barnett, 114; Camak, 125; Thompson, 134; Dearing, 142; Saw Dust, 146; Berzelia, 152; Belair, 162; Augusta, 171 miles.

Union Point is the junction of the Branch Road to Athens; Barnett the junction of the Branch Road to Washington; and Camak the junction of the Branch Road to Warrenton.

THE WESTERN & ATLANTIC RAILROAD COMPANY has its office in the company's building, at railroad crossing of Forsyth street. Joseph E. Brown, President; W. C. Morrill, Treasurer; Wm. McRae, Superintendent. The following are the distances:

From Atlanta To—Bolton, 7 miles; Gilmore, 10; Vinings, 11; McEvoy, 12; Smyrna, 15; Marietta, 20; Big Shanty, 28; Acworth, 34; Allatoona, 40; Bartow, 42; Stegall's, 43; Etowah, 46; Cartersville, 47; Rogers, 50; Cass, 52; Kingston, 58; Hall's, 63; Adairsville, 68; McDaniels, 74; Calhoun, 78; Resaca, 84; Tilton, 90; Dalton, 99; Tunnel Hill, 106; Ringgold 114; Graysville, 120; Chickamauga, 126; Boyce, 131; Chattanooga, Tenn., 138.

THE CENTRAL RAILROAD, (Atlanta Division), has its offices in the company's freight depot, on West Mitchell street. Wm. Wadley, President; Wm. Rogers, Superintendent; A. Schmidt, Agent. The distances between Atlanta and Macon, (Atlanta Division), are:

From Atlanta To—East Point, 6 miles; Rough and Ready, 16; Jonesboro, 21; Lovejoy's, 27; Bear Creek, 32; Sunny Side, 36; Griffin, 43; Milner, 54; Barnesville, 60; Goggins, 65; Collier's, 72; Forsyth, 76; Smarr's, 81; Bolingbroke, 88; Summerfield, 96; Macon, 103.

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## LITERARY INSTITUTIONS.

The author appends sketches of a few State Universities and Colleges showing Atlanta's vicinity to the very highest educational facilities.

MERCER UNIVERSITY was incorporated in 1837, and organized the following year in Penfield, Green county, Georgia. Here it dispensed, for a third of a century, the benefits of liberal education to thousands of the sons of the State. After the war, this retired locality was deemed inconvenient of access, and in 1871 the Institution was removed to the city of Macon. The citizens of this city, with characteristic liberality, contributed \$125,000 to the Trustees, to erect suitable buildings. Here it has entered upon a new career of prosperity. The University comprises three Departments, viz: The College proper, the Theological Department, and the Law School. It has large Libraries, extensive apparatus and cabinets, and all the facilities for dispensing with liberal hand the higher education.

The Central edifice is one of the most elegant and commodious College buildings in the South. The University occupies a beautiful, commanding and salubrious situation, immediately adjacent to Tatnall Square, about one mile and a quarter west of the Court House.

Tuition in the College is \$60 per annum, in the Law School \$80. Board in commons and a contiguous private house, \$12 per month.

The Faculties consist of the following gentlemen:

REV. A. J. BATTLE, D.D., President of the College.

S. P. SANFORD, A. M.....Mathematics and Astronomy.

J. E. WILLET, A. M., M. D. Physics, Chemistry and Geology.

W. G. WOODFIN, A. M....Greek Language and Literature.

J. J. BRANTLY, D.D.....Belles Lettres and Modern Languages.

E. A. STEED, A. M.....Latin Language and Literature.

A. J. BATTLE, D.D.....Moral Philosophy and Theology of the Law School.

Clifford Anderson,..International and Constitutional Law.

Walter B. Hill.....Common and Statute Law.

John C. Rutherford,Equity Jurisprudence, Pleading and Practice.

**EMORY COLLEGE** is located in the village of Oxford, Newton county, Georgia, forty miles east of Atlanta, one mile from the Georgia Railroad. Oxford is proverbially healthy, and emphatically the student's home. Its literary, social, and religious advantages are unexcelled. By special Act of the Legislature, drinking and gambling saloons are excluded from the town, and from within one mile of the place.

*Faculty*—Rev. Atticus G. Haygood, D. D., President, Professor of Mental and Moral Science, and Biblical Literature. Rev. G. W. W. Stone, A. M., Vice-president, Professor of Mathematics. Rev. Alex. Means, M. D., D. D., LL. D., Professor Emeritus of Natural Science. Rev. Osborn L. Smith, D. D., Professor of Latin Language and Literature. Rev. Morgan Callaway, D. D., Professor of English Literature. H. A. Scomp, A. M., Professor of Greek Language and Literature and Hebrew. John F. Bonnell, Professor of Natural Science. Rufus W. Smith, A. M., Principal of Academic Department. The expenses of tuition in college are: Fall term \$25, Spring term \$35, Matriculation fee \$5, Library fee (annual) \$1, General repairs (annual) \$1; Of tuition in Academic Department, are: Fall term, primary classes, \$15; Fall term, academic classes, \$20; Spring term, primary classes, \$25; Spring term, academic classes, \$31: Board, including fuel, lights, etc., can be obtained in good families at from \$16 to \$20 per month. Special mess arrangements can be made, reducing necessary expenses as low as \$10 per month. Spring term begins third Wednesday in January. For other information write to the President.



# OTHER INFORMATION.

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## ANALYTICAL CHEMIST.

WM. J. LAND, Analytical Chemist, Atlanta, Georgia. Established 1860. (Chemist to "The State Department of Agriculture" and the "Geological Survey of Georgia,") analysis and assays of Ores, Metals, Mineral Waters, Soils, Cuanos, Superphosphates, Marls, Manures, Plants, Iron, Manganese, Gold, Silver, Lead, Copper, Limestone, Coal, Furnace Products, Slag, etc. etc. Special attention given to analyses of all kinds of Fertilizers, Chemical Salts, Composts, etc., etc. Address P. O. Box, 305.

## BOOKS, STATIONERY, ETC.

PHILLIPS & CREW'S wholesale and retail book and stationery establishment is on Marietta street.

J. J. & S. P. RICHARDS, are Wholesale and Retail Dealers in Books, Stationary, Music, Paper Hangings and Fancy Goods, also, Sheet Music, Musical Instruments, Violin and Guitar Strings, Photograph Albums, Colored Prints, Gold Pens, Writing Desks, Fine Cutlery, Pocket Books, Wrapping Paper, Twine, Paper Bags, and Shipping Tags.

## CARRIAGES.

W. K. BOOTH, Manufacturer and Repairer of Carriages, Buggies, Wagons, Drays, etc., 74 West Peters Street.

SPENCE & JARVIS Manufacture and Repair vehicles of all kind at their factory, 44 Line street, Atlanta, Ga.

JOHN M. SMITH'S CARRIAGE FACTORY is at 48 Broad street, Atlanta Ga. Special attention given to repairing.

## CONFECTIONERS.

JOHN LAGOMARSINO, Confectioner and Manufacturer of all kinds of Candies, and Wholesale and Retail Dealer in Foreign Fruits, Nuts, etc., 8 Whitehall street, Atlanta, Ga.

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## DOORS AND SASH.

**W. G. ASHLEY**, (Successor to Jennings and Ashley.) Dealers in all kinds of White Pine Doors, Sash, Blinds, Mantels, Mouldings, Balusters and Brackets, also, Builders' Hardware, Window Glass, Putty, etc. etc., No. 33 South Broad Street, (near the bridge,) Atlanta, Ga.

## DRY GOODS, ETC.

**SHARMAN & MANGUM**, are Wholesale and Retail Dealers in Dry Goods, Clothing, Hats and Shoes, No. 43 Peachtree street, Atlanta, Ga.

## GROCERIES.

**J. M. B. CARLTON & SON**, are Wholesale and Retail Grocers and Commission Merchants, No. 134 Marietta street, Atlanta, Ga. Goods packed and delivered in Depot Free of Charge. References: A. Austell, National Bank; A. C. & B. F. Wylie, Wholesale Grocers; J. R. Wylie, Wholesale Merchant.

**SIMONS & LEE**, Wholesale Grain, Flour, Meal, Feed, and General Commission Merchants, are located at No. 35 South Broad street, (near the bridge.) Terms, strictly cash. Claims for damages must positively be made on receipt of Goods.

**J. W. WINFIELD**, Agent, Grocer, Produce Dealer and Commission Merchant, is at 32 West Mitchell street.

## HATS, ETC.

**LEWIS H. CLARK**, Dealer in Fashionable Hats, Caps, Furs, Umbrellas, Trunks, Valises, Canes, etc., is at No. 6 Whitehall street, James' Bank Block, next to R. R. crossing.

## HARNESS.

**DAVID MORGAN**, Manufacturer and Wholesale Dealer in Saddles, Harness, Bridles, Spurrs, Collars, Whips, and Saddlery hardware, 96 Whitehall street, Atlanta, Ga.

## HOTELS.

**THE H. I. KIMBALL HOUSE**, Atlanta, Ga., situated within 100 feet of the Union Passenger Depot. Largest and most commodious hotel in the South, being elegantly furnished and fitted throughout, with all the modern improvements to be found in all

first class hotels. The only house in the city having a Passenger Elevator. The rates of this thoroughly first-class hotel have been reduced to \$3.00 a day. Special rates by the week or month. Largest and most elegant sample rooms in the South, G. McGinly & Co., Proprietors. No charge for transferring bagage to and from the depot. Porters will be found awaiting in the depot on arrival of the train, who will take charge of baggage. Office of Western Union Telegraph Co., and Gen'l R. R. Ticket Office in this house.

**FLORIDA**, the Winter Home of the elite of American Society, Grand National Hotel, Jacksonville, Fla., G. McGinly, Proprietor. This new and thoroughly first class Hotel, situated on the most attractive thoroughfare in the city, has since its opening enjoyed the most extensive patronage from the pleasure seeking community, offering, as it does, superior advantages of modern construction, with the attachment of every convenience and comfort. The cuisine, attendance, etc., are performed in such a manner as to give the Grand National a reputation extending throughout the country, (and second to none). And to meet the depressed condition of the times, the rates have been reduced to \$3.00 per day. Special rates to families by the week or month.

**THE WILSON HOUSE**, by J. L. Keith, boarding house and hotel. Contains thirty sleeping rooms. Board, \$30.00 per month; day board only \$18.00; transient per day \$2.00. Meals or lodgging, 50 cents. This is a comfortable, well parlored, moderate priced little hotel.

**BROWN HOUSE**, Macon, Ga., E. E. Brown & Son, Proprietors. Rates \$2.00 per day. The largest, best arranged and most thoroughly furnished hotel in the South, directly opposite the depot, and convenient to all portions of the city.

### MUSICAL INSTRUMENTS.

**PHILLIPS & CREWS**, are proprietors of the Great Southern Piano and Organ Depot, Atlanta, Ga. Largest Assortment. The Easiest Terms. The Lowest Prices. Finest Instruments. The Best makers, CHICKERING & SONS, Celebrated Pianos, WM. KNABE & CO., World Renowned Pianos, G. L. GORHAM & CO., "Georgia's Favorite." C. D. PEASE & CO., the Best Low-Priced Piano Made. **MARSHAL & SMITH**, the Well-Known Piano. "SOUTHERN GEM," the People's Favorite.

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Prices ; \$250 00 ; \$350 00 ; \$400 00 ; \$450 00 ; \$500 00 ; \$700 00 ; \$1,000 00. A few second-hand Pianos generally in Store. Church and Parlor Organs. MASON & HAMLIN, GEO. A. PRINCE & CO. Prices : \$50 00 ; \$65 00 ; \$80 00 ; \$90 00 ; 100-00 ; \$125 00 \$750 00. Satisfaction Guaranteed. Do not be deceived by Northern advertisements, but buy from your home people. No freight—no risks—no fancy profits—no Bogus Pianos or Organs. Every Piano sold by us bears our own guarantee, in addition to that of the maker, and can be exchanged or returned if not satisfactory in every respect. We expect every instrument sold to please the purchaser, and to be a standing advertisement for our firm.

Pianos sold at extremely low prices, for cash, or on short time. Write for special cash prices. Pianos for rent. Old Pianos taken in exchange. Illustrated catalogue free to any address. Andress, PHILLIPS & CREWS, Atlanta, Ga. Dealers also, in Violins, Violoncellos, Double Basses, Guitars, Tamborines, Piano Stools, Flutes, Fifes, Flageolets, Cornets, Banjos, Piano Covers, Accordeons, Flutinas, Concertinas, Drums, Zithers, Cymbals. Specialties : Sheet Music, Brass Band Instruments, Violin Strings. When Catalogues are desired, please specify the articles wanted.

THE ESTEY ORGAN.—The manufacture of those primitive, musical instruments which have gradually developed into the elegant, beautiful-voiced ESTEY ORGAN of to-day, was begun in Brattleboro, Vermont, in 1846. In 1869, Messrs. ESTEY & CO., secured a fine tract of sixty acres of land, and proceeded to erect a uniform series of detached, slate-covered buildings, fronting and overlooking the beautiful village of Brattleboro. The establishment was completed by the addition of boiler and engine houses, dry-houses, store-houses, a fire-engine house and a gnometer. And now behold the largest and most complete Reed Organ manufactory in the world, which employs five hundred hands, and whence issues the most perfect Reed Instrument in the world—the ESTEY ORGAN.

It must be conceded that the leading improvements in Reed Organs of other manufacture have been, without exception, originated, perfected and introduced by MESSRS. ESTEY & COMPANY. Their instruments are simply unrivalled in America or Europe. Scientific men, inventors and manufacturers from all parts of the world have visited their establishment, and unanimously pro-

nounce it unsurpassed for comprehensiveness and perfection of separate detail and general system. To this judgment is added the highest testimony from every part of this country and Europe to the exalted merits of the ESTEY ORGAN. Such testimony, coming from all quarters, is a test of value and approval which cannot be gainsaid. It is the voice of culture and refinement bearing proud witness to that truism, as old as human endeavor and human fruition, that only true merit achieves true success.

The ESTEY ORGAN stands upon its own intrinsic merit, and through this has won its way to the popular heart. It has never been pushed into notice by wholesale advertising and injudicious puffery. Public statements concerning it have been consistently founded on fact. It is made as perfect as human ingenuity, care and skill can make it, and sold at the lowest possible price consistent with a fair and remunerative profit. There is neither disposition nor promise to make ruinous discounts, and accomplish the impossible feat of selling instruments at or below cost. Every Organ that leaves the manufactory, from the little "COTTAGE GEM," with four octaves and a single set of forty-eight reeds, to the "Two MANUAL PEDAL ORGAN," with seven full sets of reeds and sixteen stops, is made throughout with equal fidelity, and subjected to that exact scrutiny which renders it well-nigh impossible for the minutest act flaw to escape detection.

#### NEW BOOKS.

**BIOGRAPHICAL SKETCH OF LINTON STEPHENS**, Edited by James D. Waddell, Dodson & Scott, Printers, Atlanta, Ga. For sale by publishers and book stores generally.

**THE HISTORY OF ATLANTA**, Illustrated, with Map of the City, and well bound in cloth, may be had by addressing E. Y. Clark, or applying to him, at the Franklin Printing House, Atlanta, Georgia.

**JESUS, THE CHRIST**, Lessons from the Evangelists. By Atticus G. Haygood, D. D., President of Emory College, published in Macon, Ga., by J. W. Burke & Co. 1877. This series of Graded Lessons contemplates two series, with two volumes of fifty-two lessons in each series; the first designed for intermediate, the second for Bible classes. Volume I. of each series is now ready. Volume II. of each series will appear in due time. Each volume contains a map of Palestine and a number of ex-

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cellent engravings. Each volume contains several hundred condensed foot-notes—critical, illustrative, and suggestive—that will be useful to teachers and scholars. Each volume contains an Appendix giving brief biographical and geographical notes upon persons and places mentioned in Lessons. The pronunciation of all proper names is given. The Lessons may be used either on the independent or the uniform system. Price \$3.00 per dozen of either series; single specimen copies, post-paid to any address, 30 cents.

“OUR CHILDREN.” by the same author, Fourth Edition, with steel engraving of the author. Sent post-paid to any address for \$1.50. Both works for sale by, The Author, Oxford, Ga., J. W. Burke & Co., Macon, Ga., L. D. Dameron. St. Louis, Mo., Burke & Hancock, Atlanta, Ga., Phillips & Crew, Atlanta, Ga., T. L. D. Walford, Richmond, Va., D. H. Carroll, Baltimore, Md.

### NEWSPAPERS.

THE GEORGIA GRANGE, the farmer's friend and official organ of the Patrons of Husbandry. Its circulation extends into every county in Georgia, as well as largely into all the adjoining States. A splendid advertising weekly. Send for specimen. Subscription, \$1 00 per annum only. Address, GEORGIA GRANGE PUBLISHING COMPANY, P. O. Drawer, 24, Atlanta, Ga.

### PRINTING HOUSES.

DODSON & SCOTT, Printers, 38 Broad street, Atlanta, Ga., are prepared to meet fully all demands of the trade. They allow none to surpass them. Their extra inducements—Satisfaction to customers. References—Their customers and their work.

### RESTAURANTS.

THOMPSON'S RESTAURANT is open day and night, in James' Bank Block, fronting railroad, Atlanta, Ga. Ladies' Cafe, No. 4 Whitehall street. R. G. Thompson, Proprietor.

### SCHAUB'S VIEWS IN GEORGIA.

Embracing fifty Views in Atlanta, fifty views of the magnificent scenery along the Blue ridge in North, Ga., Mineral springs, summer resorts, gold mines, mountain and river views, etc. Fifty views of “Geeorgia scenes” along Atlanta and Char-

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lotte Air-Line Railroad. W. & A. Railroad iron furnaces, farm scenes, cotton-fields, character pictures, etc. etc., giving a comprehensive view of the topography as well as general condition of the "empire State of the South."

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*I make to order 10x12 views of residences, factories, mills, foundries, machinery, stores, horses and carriages, and in fact anything you have and want photographed, in strictly first-class style, no botched jobs. Call at Phillips and Crews bookstore and see specimens, and leave orders or drop me a postal card, and I will call and show specimens, make contracts, etc.*

Prices 3, 10x12, views \$5 00. Per half doz. \$7 00. Per doz. \$10 00  
Prices Stereoscopic views, per half doz. \$3 50. Per dozen \$5 00.

See views in this book, by the undersigned. Orders solicited

J. L. SCHaub,  
Landscape Photographer, West End.

## SCHOOLS.

ATLANTA SELECT SCHOOL FOR BOYS.—By Prof. J. A. Richardson, A. M., established in 1873. For location see City Directory. The Spring term begins the first Monday in January, and closes the 4th Friday in June. The Fall term begins the 4th Monday in August and closes the 3d Friday in December. Students will be received at any time when the School has not its maximum number. Terms five dollars per scholastic month. It is hoped no one will lose by patronizing this school which is no mere experiment, but an established institution.

## SEWING MACHINES.

FRED. BELL & CO., are Wholesale and Retail dealers in Sewing Machines, Needles, Oils and Attachments, etc., DeGive's Opera House, Atlanta, Ga., sole agents for the sale of the "Remington" Sewing Machine, in the States of Georgia, Alabama and Florida. Having bought out the Howe Sewing Machine office, in this city, and being sole agents in Atlanta for the sale of the Howe Machines, have moved the Howe stock of machines to our

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capacious store, No. 31 Marietta street, the well known Remington office.

Fred. Bell & Co., sell Needles and parts for all kinds of sewing machines, wholesale and retail. Merchants can obtain special agencies for the "Remington," "Howe," and Fred. Bell & Co.'s Needles, in all the towns throughout the State. Write us.

*Notice.*—The managing partner of this firm, being for a number of years intimately acquainted with the wants of the trade in this section, through his connection in the past with the Domestic and Remington Sewing Machine Companies, as Southern Manager, feels confident the interest of parties, whether agents or consumers, will be served and money saved, in all cases, if they will call on or address us for prices and terms before dealing elsewhere. We sell for cash all the standard sewing machines. We can supply any kind on the market at the lowest figures.

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SHROPSHIE'S celebrated perfect fitting shirts, made to order by measure, Satisfaction guaranteed. ED. F. SHROPSHIE, Shirt Factory, 45 Peachtree street.

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### TERRA COTTA FACTORY.

PELLEGRINI, CASTLEBERRY & COMPANY, Southern Terra Cotta Works, Atlanta, Ga., Manufacturers of Capitals and Bases for Columns, Trusses, Brackets, Window Caps, Enrichments for Cornices, and Gothic Ornaments, Chimney Tops, Flower Pots, Vases, Fountain and Statuary, Vetrified Stone Sewer Pipe, etc. Also, Ornamental Plasterer, Center Pieces, Cornices, etc. Also, manufacture Manhattan Composition Stone for Window Sills, Key Stones, and other building purposes. Our establishment is located on Chapel street, near the United States Barracks.

### UPHOLSTERERS, ETC.

JOHN H. GAVAN, Upholsterer and Repairer of Furniture, can be found at his repairing rooms, 37 E. Alabama street, old American hotel building.

### **WATCHMAKER AND JEWELER.**

**W. L. BRYAN**, Watchmaker and Jeweler, 24 Marietta Street, Atlanta, Ga., Plain and Seal Rings, Society and School Badges a Specialty. Mounting Sea Beans, and hair work of all descriptions, and, in fact, anything in the Jeweler's line will be executed with neatness and dispatch, at prices to suit the times.

**P. H. FARRINGTON**, Manufacturing Jeweler, Solid Gold Rings a speciality, Old Gold made into Pins, Earrings, Stone Rings and Badges. All kinds of Jewelry matched at short notice. Cash paid for old Gold and Silver, difficult repairing done for the trade. No. 10 Peachtree Street, Atlanta, Ga.





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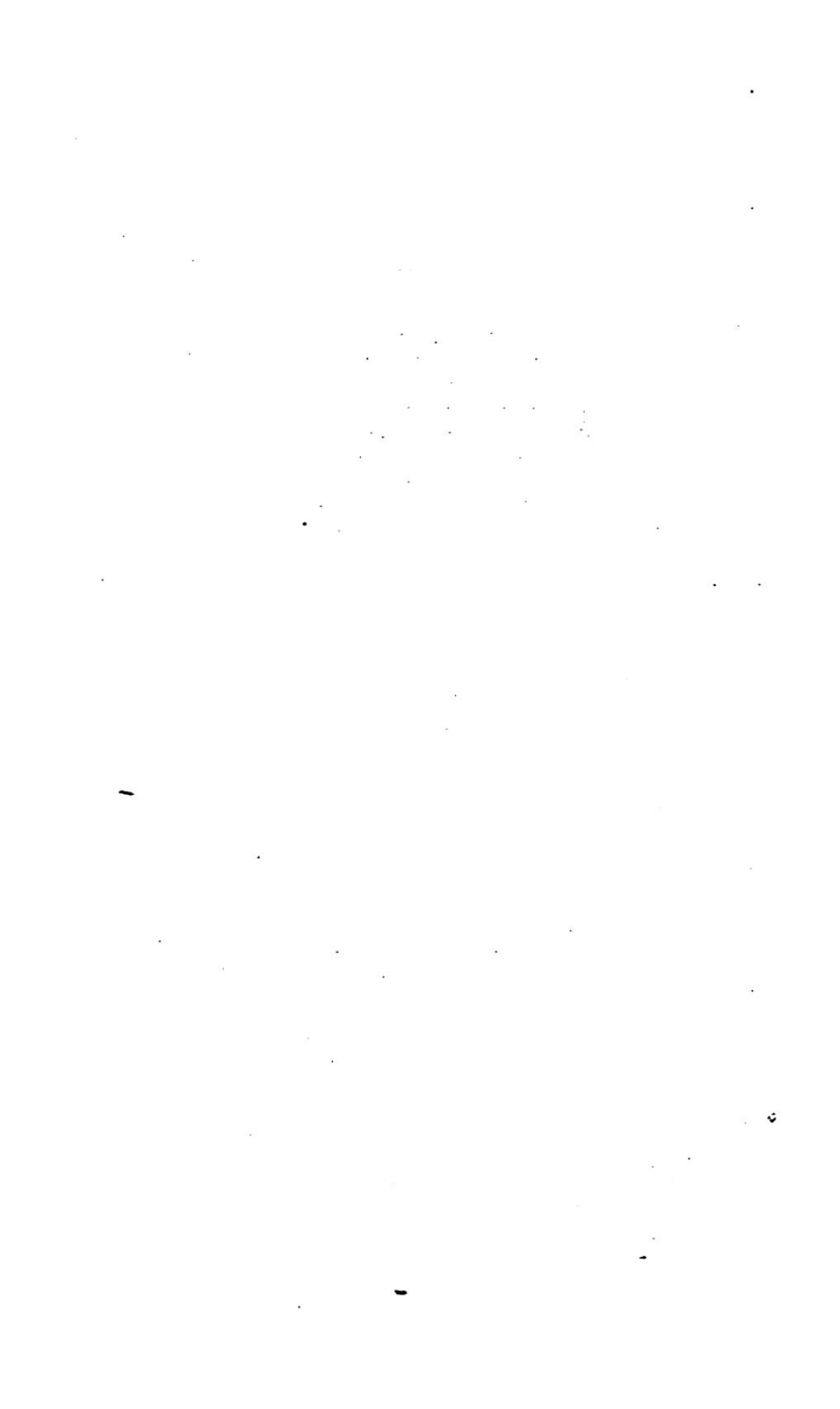
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